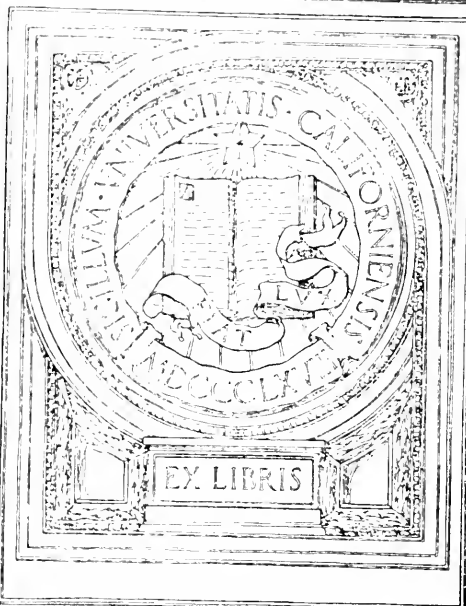


UNIVERSITY OF CALIFORNIA
AT LOS ANGELES



GIFT OF
DR. FLOYD E. SUREHETT

Detailed Exhibits
of the
Complete Physical Properties
and
Intangible Values
of
The Southern Street Railway Company
as of August 1, A. D. 1908
accompanying the
Valuation Report
submitted to
The Committee on Local Transportation
of the
Chicago City Council
by
BION J. ARNOLD
GEORGE WESTON
GLENN E. PLUMB
Traction Valuation Commission

CHICAGO, DECEMBER 2, 1908

AMINO ACIDS IN MILK
PROTEIN CONCENTRATION

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MAP SHOWING LINES OF

THE SOUTHERN STREET RAILWAY CO.

- Now in Operation*
- Leased from C.C.Ry.Co. and Operated by the S.S.Ry.Co.
- Leased to C.C.Ry.Co.
- Connection from Main Line to Car-Burne
- Constructed but not operated
- Authorized but not constructed
- *All Lines except those Leased from C.C.Ry.Co. owned by the S.S.Ry.Co.
- Power Plant, Car Barns and Repair Shops of the S.S.Ry.Co.
- Not Operated, now Operated by C.C.Ry.Co.
- Line on Madison Ave. to be Leased to C.C.Ry.Co. for Business of a Future Through Route.

TRACTION VALUATION COMMISSION

AMERICAN

1908

ANALYSIS
of the
Premises Adopted and the Methods Used
in Determining
THE PRESENT VALUE OF THE PHYSICAL PROPERTY
of
THE SOUTHERN STREET RAILWAY COMPANY.

For the purpose of valuation, the property was divided into the following grand divisions: Track; Electric Power Distribution System; Rolling Stock; Power Plant Equipment; Fixed Tools and Machinery; Buildings; Real Estate; Tools, Supplies, Furniture and Wagons; Paving; and Franchises.

These divisions were in turn subdivided into various parts, that is, Track was subdivided into Tangent Track, Special Track Work, Track on Bridges, Abandoned Track, Track in Car Barns and Yards, and Track Special Work in Car Barns and Yards. Similar subdivisions were made for the other general divisions. The grand divisions have been termed Exhibits, and are indicated as Exhibit I, Exhibit II, etc. The subdivisions of the Exhibits have been called Sections, and are indicated as Section A, Section B, etc.

In the following paragraphs the premises, upon which the values given in the various exhibits were determined, are set forth and discussed.

EXHIBIT I—TRACK.

This part of the physical property has been divided into five sections, namely, "Tangent Track," "Track Special Work," "Track on Bridges," "Abandoned Track," "Tangent Track in Car Barns and Yards," and "Track Special Work in Car Barns and Yards." Each of these divisions has been considered separately in what follows.

Section A—Tangent Track.

The track in this section was divided into "classes," these classes being determined by the varying weights and types of rails, and by the styles of construction. Under each class an estimate was made of the cost of materials and labor required to reproduce the track new—at the time of valuation—and to this amount was added fifteen per cent. for organization, engineering, incidentals, etc., which gave the total cost new.

In depreciating the track, three factors have been considered: (1) the condition of joints; (2) the condition of ties, including ballast; and (3) the wearing life of the head of the rail. From an examination of the rail in place, it was found that none of the rail would have to be discarded for reasons of broken or defective wagon tread; therefore this item does not figure in the determining of the depreciation of any part of the track under consideration in this report.

All joints were depreciated on the basis that it would be necessary to renew them at some time, in order to realize the full wearing value of the head of the rail. The assumption was here made that, at the time of such renewal of joints, the ends of the rails could be cut off to effect this renewal, which would thereby lengthen the period of service possible for the remainder of the rail.

The present value of the rail, excepting the joints, was determined in terms of the wearing value remaining at the present time in the head of the rail. The life of the rail is considered to be the period of time required for the head of the rail to wear away to a height of five-eighths inches above the wagon tread. The difference between this height and the height of the head above the wagon tread at any time constitutes the wearing value of the rail at that time.

The distance between the head and wagon tread of new rail was determined and expressed in sixty-fourths of an inch. It was found that for the greater part of the track this value was sixty-nine sixty-fourths, that is, the wearing life of the new rail was twenty-nine sixty-fourths of an inch. To determine the height of the head of the rail at the present time, measurements were taken along the track with a specially constructed Vernier device, by means of which the actual distance between the head of the rail and the wagon tread was obtained in sixty-fourths of an inch. These determinations were made for all the various sections of rail in use on the line; a sufficient number of readings being taken for each section to secure the average height of the rail. Deducting from this value forty-sixty-fourths of an inch gives the wearing height of the rail remaining before it becomes scrap. It is evident that the above method of depreciating the rail considers the condition of the rail alone, without any bearing whatever upon the other components of the track.

In depreciating the substructure, its average life was taken at twenty years; on account of the fact that much of the track was not in first class surface alignment, it was decided to apply a depreciation of twelve and one-half per cent., or the equivalent of two and one-half years, over all the tracks of the road to cover this deficiency. Consequently, for all classes save one, the remaining life of seventeen and one-half years was used in depreciating the substructure. In the case of this single exception, "Class A—0," there being no ballast, a life of sixteen years was used in figuring the depreciation.

The lengths of tangent track in this exhibit have been determined by deducting from the distance from center to center of streets, as shown on the official maps of the City of Chicago, the lengths covered by track special work. All limits to the different sections were determined by actual measurement on the ground.

Section B—Track Special Work.

Each piece of special work was measured, listed, and a sketch of the layout made. These sketches are reproduced in this exhibit. In order to determine the cost new of the special work complete, there was added to the estimated cost of material required for the special work in the rails the cost of ties, joints, ballast, excavation, and labor necessary to install same. On the summary sheet are given the various kinds of special work used, their location and quantity.

In depreciating the track special work, each layout was inspected and depreciated according to its present worth, from which an average depreciation was evolved, this being applied on the summary sheet.

Section C—Track on Bridges.

The cost of track on bridges includes the cost of the rail laid, together with that of all miscellaneous material used in fastening same to bridge structure.

In depreciating this class of track, consideration was made of the length of time the rail had been in place, together with the life of the rail and fastenings.

Section D—Abandoned Track.

Under this section is given such track, the use of which has for some years been discontinued. Since in this track many rails have been removed, or knocked over, and the ties rotted, no valuation is placed on the substructure.

The depreciation applied to this track was on the basis of present condition of the rail only.

Section E—Track in Car Barns and Yards.

This track work was measured in detail, and unit estimates were made of the cost to construct new.

In depreciating this track, values were taken which represented an average depreciation for this class of work.

Section F—Track Special Work in Car Barns and Yards.

This special work was inspected and detailed measurements taken. Unit estimates were made of the cost to construct it new.

In depreciating this work each layout was inspected for its present worth, the depreciation being fixed accordingly. From these figures, for each layout, an average depreciation was reached, and this applied to the total of the special work.

EXHIBIT II ELECTRIC POWER DISTRIBUTION SYSTEM.

This exhibit has been divided into two sections, namely, "Overhead Trolley Construction," and "Feeder System," each of which is considered separately in the following:

Section A—Overhead Trolley Construction.

This part of the work was again divided into straight line work and special work. The overhead work to be covered was separated into nine divisions, the length of the straight line work being determined by deducting from the distance from center to center of streets, as determined by the official map of the City of Chicago, the distances covered by the special work. All limits to sections were determined by actual measurement, and these are shown on the sketches of the special layouts.

Detailed estimates were made of the cost of materials and labor required to reproduce the overhead work new. Fifteen per cent. was added to the totals of these for organization, engineering, and incidentals. The materials figured in this work cover the poles, cross span construction, fittings, trolley wire, together with the special construction work at the curves.

The depreciation of the various parts of the overhead system was determined by careful inspection for the different sections of the work, and was applied to the cost new, which was determined on the basis of present cost of material and labor required to produce the system.

Section B—Feeder System.

All feeders and the attachments necessary to support them on all poles were inventoried by direct inspection and count, and the cost to reproduce this equipment new at the time of this valuation was determined. The depreciation was applied in detail as shown.

EXHIBIT III—ROLLING STOCK.

The property under this Exhibit was divided into five parts, namely, "Passenger Car Bodies," "Work Car Bodies and Trucks," "Passenger Car Trucks," "Motor Equipments," and "Miscellaneous Equipment." In arriving at the cost new of the passenger cars, they were divided into groups according to the type, style, maker and age. A typical car was taken from each of these groups, a thorough inspection made, and general specifications covering this

type of car were prepared. These specifications were submitted to car manufacturers, and the costs new obtained for the car bodies. To these amounts was added five per cent. for organization, engineering, and incidentals. Similarly, prices were obtained covering all parts of the equipment, such as motors, control and electrical equipment, air brakes, heating, lighting, etc. To these prices was added an amount required to cover the cost of freight on the various parts, and to this again was added an allowance for the assembling of the cars, the result being the cost to reproduce the car new.

EXHIBIT IV—POWER PLANT EQUIPMENT.

In estimating the cost of the equipment of the power plant, each general class of equipment was figured separately, and to the total of these was added ten per cent. for organization, engineering, and incidentals.

The annual rates of depreciation shown in the table were decided upon, and these were applied for the length of time the various parts of the plant had been in service. From these depreciations, together with the scrap value of the material, the present value of the equipment was determined.

EXHIBIT V—FIXED TOOLS AND MACHINERY.

In this Exhibit are included such fixed tools and machinery as are contained in the machine shop, the carpenter shop, and the armature room. All have been carefully examined and appraised, both for their cost new and present value.

EXHIBIT VI—BUILDINGS.

In arriving at the cost new and present value of the buildings, detailed measurements were made, and careful inventory taken of the kinds and amounts of materials required to reproduce the buildings. The cost of these quantities has been estimated at prices current at the time of the valuation, and to the totals has been added fifteen per cent. for organization, engineering, and incidentals, which is taken as the cost new of the buildings.

In general, the buildings have been depreciated at an annual rate of one and one-half per cent., although in the cases of buildings not well cared for, a higher rate of depreciation has been applied.

EXHIBIT VII—REAL ESTATE.

For determination of the value of the real estate, coming under this valuation, the services of Mr. Joseph Donnersberger, expert on real estate values, were secured, and the values submitted herewith are those determined by him.

EXHIBIT VIII TOOLS, SUPPLIES, FURNITURE AND WAGONS.

In this Exhibit are included tools and supplies in power house, machine shop, carpenter shop, armature room, car barn yard, track and line department; patterns; supplies in store room; supplies and furniture in office; wagons, horses and harness; and scrap materials. All of these have been carefully inventoried, and the present value on each item noted. The cost new was estimated and is given as a total to each group.

EXHIBIT IX PAVING.

On inspection of the pavement located along the company's right of way and for which it is responsible ten general classes were found to be in place. The actual amount of each class of pavement throughout the extent of the entire line was determined, and the cost of materials and labor required to reproduce same new was calculated. The depreciations applied were in all cases the result of inspection of present condition.

EXHIBIT X INTANGIBLE VALUES.

A full exposition of the methods used in determining the franchise values is given under this Exhibit.

TOTAL PHYSICAL PROPERTY.
General Summary.

No.	Exhibit	Cost New	Present Value
I	Track	\$330,925.44	\$245,138.15
II	Electric Power Distribution System	45,720.63	35,974.12
III	Rolling Stock	104,664.53	41,017.58
IV	Power Plant Equipment	70,499.94	47,862.78
V	Tools and Machinery	3,739.93	2,127.11
VI	Buildings	69,674.80	40,136.80
VII	Real Estate	37,522.00	37,522.00
VIII	Tools, Supplies, Furniture and Wagons	31,576.02	23,086.26
		<hr/> \$694,323.29	<hr/> \$472,864.80
	Legal Expenses, Carrying Charges, Brokerage and Contingencies, 10%	69,432.33	47,286.48
		<hr/> \$763,755.62	<hr/> \$520,151.28
IX	Paving	219,489.22	170,943.81
	Grand Total	<hr/> \$983,244.84	<hr/> \$691,095.09

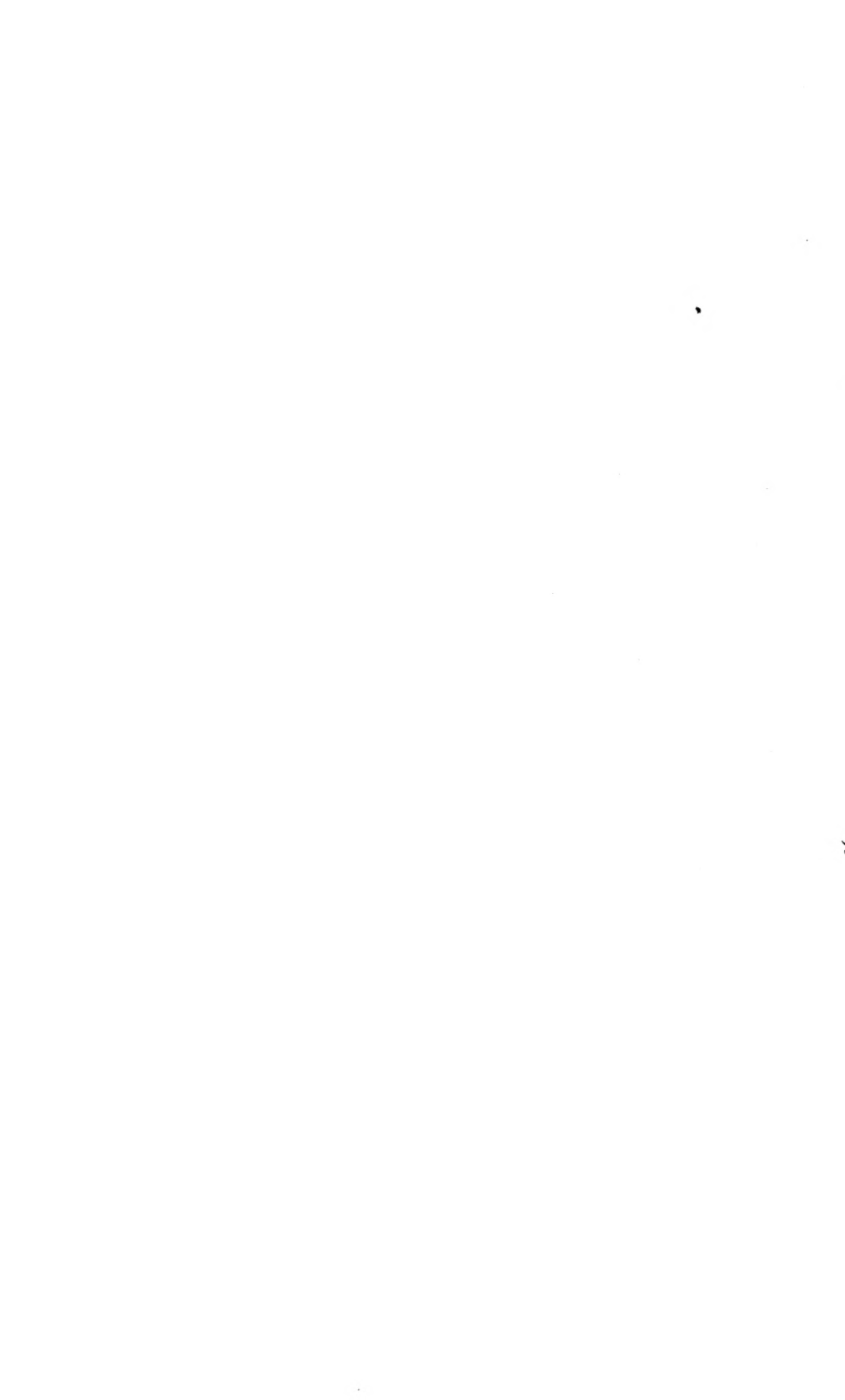


EXHIBIT I.

TRACK.

COMPRISING THE FOLLOWING DIVISIONS:

- A** Tangent Track.
- B** Track Special Work.
- C** Track on Bridges.
- D** Abandoned Track; some rail still in place.
- E** Tangent Track in Car Barns and Yards.
- F** Track Special Work in Car Barns and Yards.

EXHIBIT I.

TRACK.

Summary.

	Cost New	Present Value
Tangent track.....	\$252,028.41	\$192,016.38
Track special work.....	52,010.46	38,487.74
Track on bridges.....	5,770.04	5,075.60
Abandoned track, etc.....	9,053.29	1,660.50
Tangent track in car barns and yards...	4,397.24	3,297.93
• Track special work in car barns and yards	7,666.00	4,600.00
Total.....	\$330,925.44	\$245,138.15

**SECTION A.
TANGENT TRACK.**

Summary.

Class	Single Track Mileage	Cost New Per Mile	Total Cost New	Present Value
A-0	2.450	\$12,022.97	\$ 29,456.28	\$ 16,855.64
A-1	3.595	15,442.21	55,514.74	48,564.71
A-2	6.848	14,904.87	102,068.55	76,729.39
A-3 . . . . .	.482	14,959.88	7,210.65	6,731.82
A-4 . . . . .	.596	14,230.40	8,481.32	7,324.33
A-5 . . . . .	.728	14,936.21	10,873.56	9,768.31
A-6 . . . . .	.485	15,442.21	7,489.47	4,936.87
A-7	1.662	13,810.19	22,952.54	14,094.82
B-0 . . . . .	.400	19,953.25	7,981.30	7,010.49
Total	17.246		\$252,028.41	\$192,016.38

CLASSIFICATION OF TANGENT TRACK.

Class	Section	Weight	Rail Length	Ballast	Remarks
A-0	7 in. P-91	80 lb.	30 ft.	None.	
A-1	7 in. P-238	80 lb.	30 ft.	12 in. stone	
	7 in. P-91				
A-2	7 in. P-91	80 lb.	30 ft.	6 in. stone 6 in. cinders	
A-3	7 in. P-238	80 lb.	60 ft.	12 in. stone	
A-4	7 $\frac{1}{8}$ in. L-316	80 lb.	30 ft.	12 in. cinders	
	7 in. P-238.				
A-5	7 in. P-91	80 lb.	30 ft.	12 in. stone	No bonds
A-6	7 in. P-91	80 lb.	30 ft.	12 in. slag	
A-7	7 in. P-91	80 lb.	30 ft.	10 in. cinders	
B-0	7 in. L-357	96 lb.	30 ft.	12 in. stone	

CLASS A—O.

7 in. Girder Rail, 80 lb.
30 ft. Lengths, no Ballast.

(1 Estimate of Cost to Produce One Mile of Single Track.

	Amount	Unit Cost	Total Cost
Rail, 80 lb. per yard,			
delivered.....	125.71 tons	\$41.00	\$5,154.11
Hauling to street.....	125.71 tons	1.00	125.71
Excavation.....	1,693 cu. yd.	.50	846.50
Ties, delivered.....	2,112	.75	1,584.00
Tie rods.....	704	.30	211.20
Fish plates and bolts, 60 lb.			
each.....	9.44 tons	42.25	398.84
Spikes for rail.....	24 kegs	4.10	98.40
Cross bonds.....	6	2.00	12.00
Bonding joints (material			
80c, labor 45c).....	352	1.25	440.00
Labor, laying track.....	5,280 ft.	.30	1,584.00
			<hr/>
			\$10,454.76
Organization, engineering and incidentals, 15%.....			1,568.21
			<hr/>
Total cost per mile.....			\$12,022.97

(2) Depreciation of One Mile of Single Track.

Depreciation Due to Joints.

	Cost New	Scrap Value	Wearing Value
Rail cut-off, 3% of cost and hauling	\$158.40		
3% of scrap, 3.69 tons @ \$11.00		\$40.59	\$ 117.81
Fish plates and bolts,	398.84		
9.44 tons scrap @ \$11.00		103.84	295.00
Bonds, 352 @ 25c	440.00	88.00	352.00
Labor on joints, 5,280 ft. @ 1c	52.80		52.80
Labor, 5,280 ft. @ 14c	739.20		739.20
(Placing rails, making joints and spiking, per ft.)	\$0.09		
Surfacing, per ft. . . . .	.02		
Cleaning streets and inci- dentials per ft. . . . .	.03		
	\$0.14	\$1,789.24	\$232.43
			\$1,556.81

Life of joint, 20 years.

Annual depreciation per mile, due to joints, $\frac{\$1,556.81}{20} = \77.84

Annual depreciation in per cent of wearing value 5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties, delivered,	\$1,584.00		\$1,584.00
Tie rods,	211.20		
3.53 tons scrap @ \$10.00,		\$35.30	175.90
Spikes,	98.40		
2.4 tons scrap @ \$10.00		24.00	74.40
Labor, placing ties, 5,280 ft. @ 3c	158.40		158.40
	\$2,052.00	\$59.30	\$1,992.70

Life of tie, 16 years.

Annual depreciation per mile, due to ties $\frac{\$1,992.70}{16} = \124.54

Annual depreciation in per cent of wearing value 6½%

Depreciation Due to Rail.

	Cost New	Scrap Value	Wearing Value
Rail, 97% of rail and hauling	\$5,121.42		
97% of scrap, 119.5 tons @ \$11.00	\$1,314.50		
Deduct 5c per ft. for removal	256.08		
	\$1,058.42	\$1,058.42	\$1,063.00
Cross bonds	12.00		
Scrap bonds, 6 @ 50c		3.00	9.00
Labor, remaining to be depreciated	633.60		633.60
	\$5,767.02	\$1,061.42	\$4,705.60

Cost of parts depreciated with joints	\$1,789.24
Cost of parts depreciated with ties	2,052.00
Cost of parts depreciated with rails	5,767.02

Total cost of parts depreciated, \$9,608.26

\$1,789.24 = 18.6% of \$9,608.26

2,052.00 = 21.4% of 9,608.26

5,767.02 = 60% of 9,608.26

Note: These percentages to be used to distribute to joints, ties and rails, the proper proportion of cost remaining to be depreciated.

Part Remaining to be Depreciated.

Organization, engineering and incidentals, 15% \$1,568.21

18.6% of \$1,568.21 = amount to be depreciated with joints \$ 291.69
 Actual wearing value of joints 1,566.81

Total value of joints to be depreciated 5% annually **\$1,848.50**
 5% of \$1,848.50 = \$92.42, annual depreciation.
 21.4% of \$1,568.21 = amount to be depreciated with ties \$ 335.60
 Actual wearing value of ties 1,992.70

Total value of ties to be depreciated 6.25% annually **\$2,328.30**
 6.25% of \$2,328.30 = \$145.52, annual depreciation.
 60% of \$1,568.21 = amount to be depreciated with rail \$ 940.92
 Actual wearing value of rail 4,705.60

Total value of rail to be depreciated **\$5,646.52**

	Original Depth	Scrap Depth	Wearing Depth
Penn rail, P-91	66-64	40-64	26-64
Depreciation for each 1-64th in. wear—			
For P-91; 1-26 of \$5,646.52 = \$217.17.			

Part Not Depreciated.

Excavation	\$846.50
----------------------	----------

Recapitulation.

Part depreciated with joints	\$ 1,848.50
Scrap value of part depreciated with joints	232.43
Part depreciated with ties	2,328.30
Scrap value of part depreciated with ties	59.30
Part depreciated with rail	5,646.52
Scrap value of part depreciated with rail	1,061.42
Part not depreciated (excavation)	846.50
Total	\$12,022.97

CLASS A-1.

7 in. Girder Rail, 80 lb., 30 ft. Lengths, Bonded on Stone Ballast.

(1) Estimate of Cost to Produce One Mile of Single Track.

	Amount	Unit Cost	Total Cost
Total cost to produce one mile of single track, Class A-0.....			\$10,454.76
Additional:			
Excavation.....	782 cu. yd.	\$0.50	391.00
Ballast, stone.....	1,405 cu. yd.	1.65	2,318.25
Labor, placing ballast.....	5,280 ft.	.05	264.00
			<hr/>
			\$13,428.01
Organization, engineering and incidentals, 15%.....			2,014.20
			<hr/>
Total cost per mile.....			\$15,442.21

(2) Depreciation of One Mile of Single Track.

Depreciation Due to Joints.

(Same as Class A-0.)

Annual depreciation in per cent of wearing value 5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties, delivered	\$1,584.00		\$1,584.00
Tie rods	211.20		
3.53 tons scrap (a \$10.00 . . .		\$ 35.30	175.90
Spikes	98.40		
2.4 tons scrap (a \$10.00 . . .		24.00	74.40
Stone ballast	2,318.25		
Deduct 25% for reclaiming . .		1,738.69	579.56
Labor placing ballast, 5,280 ft. 5c.	264.00		264.00
Labor placing ties, 5,280 ft. @ 3c.	158.40		158.40
	<u>\$4,634.25</u>	<u>\$1,797.99</u>	<u>\$2,836.26</u>

Life of tie, 17.5 years.

Annual depreciation per mile, due to ties, $\frac{\$2,836.26}{17.5} = \162.07

Annual depreciation in per cent of wearing value 5.7%

Depreciation Due to Rail.

(Same as Class A-0.)

Cost of parts depreciated with joints	\$ 1,789.24
Cost of parts depreciated with ties	4,634.25
Cost of parts depreciated with rail	5,767.02

Total cost of parts depreciated \$12,190.51

\$1,789.24 = 14.7% of \$12,190.51

4,634.25 = 38% of 12,190.51

5,767.02 = 47.3% of 12,190.51

Note: These percentages to be used to distribute to joints, ties, and rails, the proper proportion of cost remaining to be depreciated.

Parts Remaining to be Depreciated.

Organization, engineering and incidentals, 15% \$2,014.20

14.7% of \$2,014.20 = amount to be depreciated with joints \$ 296.09

Actual wearing value of joints 1,556.81

Total value of joints to be depreciated 5% annually. **\$1,852.90**

5% of \$1,852.90 = \$92.65, annual depreciation.

38% of \$2,014.20 = amount to be depreciated with ties \$ 765.40

Actual wearing value of ties 2,836.26

Total value of ties to be depreciated 5.7% annually. **\$3,601.66**

5.7% of \$3,601.66 = \$205.29, annual depreciation.

17.3% of \$2,014.20 = amount to be depreciated with rail \$ 952.71

Actual wearing value of rail 4,705.60

Total value of rail to be depreciated. **\$5,658.31**

	Original Depth	Scrap Depth	Wearing Depth
Penn rail, P-238	72 64	40 64	32 64
Penn rail, P-91	66 64	40 64	26 64
Depreciation for each 1 64th in. wear—			
For P-238; 1 32 of \$5,658.31 = \$176.82.			
For P-91 ; 1 26 of \$5,658.31 = \$217.63.			

Part Not Depreciated.

Excavation **\$1,237.50**

Recapitulation.

Part depreciated with joints	\$ 1,852.90
Scrap value part depreciated with joints	232.43
Part depreciated with ties	3,601.66
Scrap value part depreciated with ties	1,797.99
Part depreciated with rail	5,658.31
Scrap value part depreciated with rail	1,061.42
Part not depreciated (excavation)	1,237.50
Total	\$15,442.21

CLASS A-2.

7 in. Girder Rail, 80 lb. 30 ft. Lengths, Bonded on Stone and Cinder Ballast.

(1) Estimate of Cost to Produce One Mile of Single Track.

	Amount	Unit Cost	Total Cost
Total cost to produce one mile of single track, Class A-0.....			\$10,454.76
Additional:			
Excavation.....	782 cu. yd.	\$0.50	391.00
Ballast, stone.....	782 cu. yd.	1.65	1,290.30
Ballast, cinder.....	623 cu. yd.	.90	560.70
Labor, placing ballast.....	5,280 ft.	.05	264.00
			<hr/>
			\$12,960.76
Organization, engineering and incidentals, 15%.....			1,944.11
			<hr/>
Total cost per mile.....			\$14,904.87

(2) Depreciation of One Mile Single Track. Depreciation Due to Joints.

(Same as Class A-O.)

Annual depreciation in per cent of wearing value 5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties, delivered,	\$1,584.00		\$1,584.00
Tie rods,	211.20		
3.53 tons scrap (<i>a</i> \$10.00, . . .		\$ 35.30	175.90
Spikes,	98.40		
2.4 tons scrap (<i>a</i> \$10.00, . . .		24.00	74.40
Stone ballast,	1,290.30		
Deduct 25% for reclaiming, . .		967.73	322.57
Cinder ballast,	560.70		
Deduct 25% for reclaiming, . .		420.53	140.17
Labor placing ballast, 5,280 ft. (<i>a</i> 5c,	264.00		264.00
Labor placing ties, 5,280 ft. (<i>a</i> 3c	158.40		158.40
	<u>\$4,167.00</u>	<u>\$1,447.56</u>	<u>\$2,719.44</u>
Life of tie, 17.5 years.			
Annual depreciation per mile, due to ties, . . .	\$2,719.44		
		<u>17.5</u>	= \$155.40

Annual depreciation in per cent of wearing value 5.7%

Depreciation Due to Rail.

(Same as Class A-O.)

Cost of parts depreciated with joints,	\$ 1,789.24
Cost of parts depreciated with ties,	4,167.00
Cost of parts depreciated with rail,	5,767.02
Total cost of parts depreciated,	<u>\$11,723.26</u>
\$1,789.24 = 15.2% of \$11,723.26	
4,167.00 = 35.6% of 11,723.26	
5,767.02 = 49.2% of 11,723.26	

Note: These percentages to be used to distribute to joints, ties, and rails, the proper proportion of cost of remaining to be depreciated.

Parts Remaining to be Depreciated.**Organization, engineering and incidentals, 15% — \$1,944.11**

15.2% of \$1,944.11 = amount to be depreciated with joints.....\$ 295.50
 Actual wearing value of joints..... 1,556.81

Total value of joints to be depreciated 5% annually **\$1,852.31**

5% of \$1,852.31 = \$92.62, annual depreciation.

35.6% of \$1,944.11 = amount to be depreciated with ties.....\$ 692.10
 Actual wearing value of ties..... 2,719.44

Total value of ties to be depreciated 5% annually **\$3,411.54**

5.7% of \$3,411.54 = \$194.46, annual depreciation.

49.2% of \$1,944.11 = amount to be depreciated with rail.....\$ 956.51
 Actual wearing value of rail..... 4,705.60

Total value of rail to be depreciated..... **\$5,662.11**

	Original Depth	Scrap Depth	Wearing Depth
Penn rail, P-91	66 64	40 64	26 64
Depreciation for each 1 64th in. wear—			
For P-91; 1 26 of \$5,662.11 = \$217.78			

Part Not Depreciated.

Excavation.....\$ 1,237.50

Recapitulation.

Part depreciated with joints.....	\$ 1,852.31
Scrap value part depreciated with joints.....	232.43
Part depreciated with ties.....	3,411.54
Scrap value part depreciated with ties.....	1,447.56
Part depreciated with rail.....	5,662.11
Scrap value part depreciated with rail.....	1,061.42
Part not depreciated (excavation).....	1,237.50
Total.....	\$14,904.87

CLASS A-3.**7 in. Girder Rail, 80 lb. 60 ft. Lengths, Bonded on Stone Ballast.****(1) Estimate of Cost to Produce One Mile of Single Track.**

	Amount	Unit Cost	Total Cost
Total cost to produce one mile of single track, Class A-0.			\$10,454.76
Additional:			
Excavation.	782 cu. yd.	\$0.50	391.00
Ballast, stone.	1,405 cu. yd.	1.65	2,318.25
Labor, placing ballast.	5,280 ft.	.05	264.00
			\$13,428.01
Deduct:			
Fish plates and bolts, 4.72 tons (<i>a</i> \$42.25.		\$199.42	
Bonding joints (material 80c, labor 45c) 176 (<i>a</i> \$1.25.		220.00	419.42
			\$13,008.59
Organization, engineering and incidentals, 15%			1,951.29
			\$14,959.88

(2) Depreciation of One Mile of Single Track.**Depreciation Due to Joints.**

	Cost New	Scrap Value	Wearing Value
Rail cut-off, $1\frac{1}{2}\%$ of cost and hauling.	\$ 79.20		
97% scrap, 1.85 tons (<i>a</i> \$11.00.		\$20.35	\$ 58.85
Fish plates and bolts.	199.42		
4.72 tons scrap (<i>a</i> \$11.00.		51.92	147.50
Bonds, 176 (<i>a</i> 25c.	220.00	44.00	176.00
Labor on joints, 5,280 ft. (<i>a</i> $\frac{1}{2}$ c.	26.40		26.40
Labor, 5,280 ft. (<i>a</i> $14\frac{1}{2}$ c.	765.60		765.60
(Placing rails, making joints and spiking, per ft.	\$0.095		
Surfacing, per ft. ....	.02		
Cleaning streets and incidentals, per ft. ....	.03		
	\$0.145)		
	\$1,290.62	\$116.27	\$1,174.35
Life of joint, 20 years.			
Annual depreciation per mile, due to joints.		\$1,174.35	
		20	= \$58.72
Annual depreciation in per cent of wearing value.			5%

Depreciation Due to Ties.

(Same as Class A-1.)

Annual depreciation in per cent of wearing value 5.7%

Depreciation Due to Rail.

	Cost New	Scrap Value	Wearing Value
Rail, 98½% of rail and hauling . . .	\$5,200.62		
97% scrap, 120.1			
tons @ \$11.00 . . .	\$1,321.10		
Deduct 5c. per ft.			
for removal	256.08		
	<hr/>		
	\$1,065.02	\$1,065.02	\$4,135.60
Cross bonds	12.00		
Scrap bonds, 6 @ 50c		3.00	9.00
Labor remaining to be depreciated	633.60		633.60
	<hr/>	<hr/>	<hr/>
	\$5,846.22	\$1,068.02	\$4,778.20

Cost of parts depreciated with joints	\$ 1,290.62
Cost of parts depreciated with ties	4,634.25
Cost of parts depreciated with rails	5,846.22

Total cost of parts depreciated **\$11,771.09**

\$1,290.62 = 11.0% of \$11,771.09

4,634.25 = 39.2% of 11,771.09

5,846.22 = 49.8% of 11,771.09

Note: These percentages to be used to distribute to joints, ties, and rails, the proper proportion of cost remaining to be depreciated.

Part Remaining to be Depreciated.

Organization, engineering and incidentals 15% \$1,951.29

11.0% of \$1,951.29 = amount to be depreciated with joints \$ 214.61
 Actual wearing value of joints 1,174.35

Total value of joints to be depreciated 5% annually **\$ 1,338.93**

5% of \$1,338.93 = \$69.45, annual depreciation.

39.2% of \$1,951.29 = amount to be depreciated with ties \$ 764.91

Actual wearing value of ties 2,836.26

Total value of ties to be depreciated 5.7% annually **\$ 3,601.17**

5.7% of \$3,601.17 = \$205.27, annual depreciation.

49.8% of \$1,951.29 = amount to be depreciated with rail \$ 971.77

Actual wearing value of rail 4,778.20

Total value of rail to be depreciated \$ 5,749.97

	Original Depth	Scrap Depth	Wearing Depth
Penn rail, P-238	72 64	40 64	32 64

Depreciation for each 1 64th in. wear

For P-238; $1 \div 32$ of \$5,749.97 = \$179.68

Part Not Depreciated.

Excavation \$ 1,237.50

Recapitulation.

Part depreciated with joints \$ 1,338.96

Scrap value of part depreciated with joints 116.27

Part depreciated with ties 3,601.17

Scrap value of part depreciated with ties 1,797.99

Part depreciated with rail 5,749.97

Scrap value of part depreciated with rail 1,068.02

Part not depreciated (excavation) 1,237.50

Total **\$14,959.88**

CLASS A-4.

7 1 8 in. and 7 in. Girder Rail, 80 lb. 30 ft. Lengths, Bonded on Cinder Ballast.

(1) Estimate of Cost to Produce One Mile of Single Track.

	Amount	Unit Cost	Total Cost
Total cost to produce one mile of single track, Class A-0			\$10,454.76
Additional:			
Excavation	782 cu. yd.	\$0.50	391.00
Ballast, cinders	1,405 cu. yd.	.90	1,264.50
Labor, placing ballast	5,280 ft.	.05	264.00
			\$12,374.26
Organization, engineering and incidentals, 15%			1,856.14
Total cost per mile			\$14,230.40

(2) Depreciation of One Mile of Single Track.**Depreciation Due to Joints.**

(Same as Class A-0.)

Annual depreciation in per cent of wearing value 5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties, delivered	\$1,584.00		\$1,584.00
Tie rods	211.20		
3.53 tons scrap (<i>a</i> \$10.00 . .		\$ 35.30	175.90
Spikes	98.40		
2.4 tons scrap (<i>a</i> \$10.00 . .		24.00	74.40
Cinder ballast	1,264.50		
Deduct 25% for reclaiming .		948.38	316.12
Labor, placing ballast, 5,280 ft.			
(<i>a</i> 5c	264.00		264.00
Labor, placing ties 5,280 ft. (<i>a</i>			
3c	158.40		158.40
	\$3,580.50	\$1,007.68	\$2,572.82

Life of tie, 17.5 years.

Annual depreciation, due to ties \$2,572.82
 17.5 = \$147.02

Annual depreciation in per cent of wearing value 5.7%

Depreciation Due to Rail.

(Same as Class A-0.)

Cost of parts depreciated with joints	\$ 1,789.24
Cost of parts depreciated with ties	3,580.50
Cost of parts depreciated with rail	5,767.02
Total cost of parts depreciated	\$11,136.76

\$1,789.24 = 16.1% of \$11,136.76

3,580.50 = 32.2% of 11,136.76

5,767.02 = 51.7% of 11,136.76

Note: The percentages to be used to distribute to joints, ties and rails, the proper proportion of cost remaining to be depreciated.

Parts Remaining to be Depreciated.

Organization, engineering and incidentals, 15%-\$1,855.14

16.1% of \$1,856.14 = amount to be depreciated with
joints..... \$ 298.84
Actual wearing value of joints..... 1,556.81

Total value of joints to be depreciated 5% annually, \$ 1,855.65
5% of \$1,855.65 = \$92.78, annual depreciation.

32.2% of \$1,856.14 = amount to be depreciated with
ties..... \$ 597.68
Actual wearing value of ties..... 2,572.82

Total value of ties to be depreciated 5.7% annually, \$ 3,170.50
5.7% of \$3,170.50 = \$180.72, annual depreciation.

51.7% of \$1,856.14 = amount to be depreciated with
rail..... \$ 959.62
Actual wearing value of rail..... 4,705.60

Total value of rail to be depreciated..... \$ 5,665.22

	Original Depth	Scrap Depth	Wearing Depth
Penn rail, P-238.....	72 64	40 64	32 64
Lorraine rail, L-316.....	77 64	40 64	37 64

Depreciation for each 1 64th in. wear:

For P-238; 1 32 of \$5,665.22 = \$177.04

For L-316; 1 37 of 5,665.22 = 153.11

Part not Depreciated.

Excavation..... \$ 1,237.50

Recapitulation.

Part depreciated with joints..... \$ 1,855.65
Scrap value part depreciated with joints..... 232.43
Part depreciated with ties..... 3,170.50
Scrap value part depreciated with ties..... 1,007.68
Part depreciated with rail..... 5,665.22
Scrap value part depreciated with rail..... 1,061.42
Part not depreciated (excavation)..... 1,237.50

Total..... \$14,230.40

CLASS A-5.

**7 in. Girder Rail, 80 lbs., 30 ft. lengths, no Bonds, Stone
Ballast.**

(1) Estimate Cost to Produce One Mile of Single Track.

	Amount	Unit Cost	Total Cost
Total cost to produce one mile of single track, Class A-0			\$10,454.76
Additional:			
Excavation	782 cu. yd.	\$0.50	391.00
Ballast, stone	1,405 cu. yd.	1.65	2,318.25
Labor, placing ballast	5,280 ft.	.05	264.00
			<hr/>
			\$13,428.01
Deduct:			
Bonding joints (material 80c, labor 45c), 352 @ \$1.25			440.00
			<hr/>
			\$12,988.01
Organization, engineering and incidentals, 15%			1,948.20
			<hr/>
Total cost per mile			\$14,936.21

(2) Depreciation of One Mile of Single Track.

Depreciation Due to Joints.

	Cost New	Scrap Value	Wearing Value
Rail cut-off, 3% of cost and hauling	\$ 158.40		
3.69 tons scrap (at \$11.00)		\$ 40.59	\$ 117.81
Fish plates and bolts	398.84		
9.44 scrap tons (at \$11.00)		103.84	295.00
Labor on joints, 5,280 ft. (at 1c)	52.80		52.80
Labor, 5,280 ft. (at 14c)	739.20		739.20
(Placing rails, making joints and spiking, per ft.)	\$0.09		
Surfacing, per ft. . . . .	.02		
Cleaning streets and incidentals, per ft. . . . .	.03		
	\$0.14		
	\$1,349.24	\$ 144.43	\$1,204.81

Life of joint, 20 years.

Annual depreciation per mile, due to joints, $\frac{\$1,204.81}{20} = \60.24

Annual depreciation in per cent of wearing value, 5%

Depreciation Due to Ties.

(Same as Class A-1.)

Annual depreciation in per cent of wearing value, 5.7%

Depreciation Due to Rail.

(Same as Class A-O.)

Cost of parts depreciated with joints	\$ 1,349.24
Cost of parts depreciated with ties	4,634.25
Cost of parts depreciated with rail	5,767.02
Total cost of parts depreciated	\$11,750.51

\$1,349.24 = 11.5% of \$11,750.51

4,634.25 = 39.4% of 11,750.51

5,767.02 = 49.1% of 11,750.51

Note: These percentages to be used to distribute to joints, ties, and rails, the proper proportion of cost remaining to be depreciated.

Part Remaining to be Depreciated.

Organization, engineering and incidentals, 15% \$ 1,948.20

11.5% of \$1,948.20 amount to be depreciated with joints \$ 224.04
 Actual wearing value of joints 1,204.81

Total value of joints to be depreciated 5% annually. **\$ 1,428.85**

5% of \$1,428.85 = \$71.44, annual depreciation.

39.1% of \$1,948.20 amount to be depreciated with ties \$ 767.50
 Actual wearing value of ties 2,836.26

Total value of ties to be depreciated 5.7% annually. **\$ 3,603.76**

5.7% of \$3,603.76 = \$205.41, annual depreciation.

49.1% of \$1,948.20 = amount to be depreciated with rail \$ 956.66
 Actual wearing value of rail 4,705.60

Total value of rail to be depreciated. **\$ 5,662.26**

	Original Depth	Scrap Depth	Wearing Depth
Penn rail, P-91	66 64	40 64	26 64
Depreciation for each 1/64th in. wear:			
For P-91; 1/26 of \$5,662.26 = \$217.78			

Part not Depreciated.

Excavation **\$ 1,237.50**

Recapitulation.

Part depreciated with joints	\$ 1,428.85
Scrap value of part depreciated with joints	144.43
Part depreciated with ties	3,603.76
Scrap value of part depreciated with ties	1,797.99
Part depreciated with rail	5,662.26
Scrap value of part depreciated with rail	1,061.42
Part not depreciated (excavation)	1,237.50
Total	\$14,936.21

CLASS A-6.

**7 in. Girder Rail, 80 lb. 30 ft. Lengths, Bonded on Slag
Ballast.**

(1) Estimate of Cost to Produce One Mile of Single Track.

	Amount	Unit Cost	Total Cost
Total cost to produce one mile of single track, Class A-0			\$10,454.76
Additional:			
Excavation	782 cu. yd.	\$0.50	391.00
Ballast, slag	1,405 cu. yd.	1.65	2,318.25
Labor, placing ballast	5,280 ft.	0.05	264.00
			<hr/>
			\$13,428.01
Organization, engineering and incidentals, 15%			2,014.20
			<hr/>
Total cost per mile			\$15,442.21

(2) Depreciation of One Mile of Single Track.

(Depreciation for all cases same as in Class A-1.)

CLASS A-7.**7 in. Girder Rail, 80 lb. 30 ft. Lengths, Bonded on
Cinder Ballast.****(1) Estimate of Cost to Produce One Mile of Single Track.**

	Amount	Unit Cost	Total Cost
Total cost to produce one mile of single track, Class A-0			\$10,454.76
Additional:			
Excavation	524 cu. yd.	\$0.50	260.50
Ballast, cinders	1,144 cu. yd.	.90	1,029.60
Labor, placing ballast	5,280 ft.	.05	264.00
			\$12,008.86
Organization, engineering and incidentals, 15%			1,801.33
Total cost per mile			\$13,810.19

(2) Depreciation of One Mile of Single Track.**Depreciation Due to Joints.**

(Same as Class A-0.)

Annual depreciation in per cent. of wearing value..... 5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties, delivered	\$1,584.00		\$1,584.00
Tie rods	211.20		
3.53 tons scrap @ \$10.00..		\$ 35.30	175.90
Spikes	98.40		
2.4 tons scrap @ \$10.00..		24.00	74.40
Cinder ballast	1,029.60		
Deduct 25% for reclaiming.		772.20	257.40
Labor, placing ballast, 5,280 ft.			
@ 5c	264.00		264.00
Labor, placing ties, 5,280 ft.			
@ 3c	158.40		158.40
	\$3,345.60	\$831.50	\$2,514.10

Life of tie, 17.5 years.

Annual depreciation per mile, due to ties..... \$2,514.10
 ----- = \$143.70
 17.5

Annual depreciation in per cent of wearing value..... 5.7%

Depreciation Due to Rail.

(Same as Class A-0.)

Cost of parts depreciated with joints.....	\$ 1,789.24
Cost of parts depreciated with ties.....	3,345.60
Cost of parts depreciated with rail.....	5,767.02
Total cost of parts depreciated.....	\$10,901.86
$\$1,789.24 = 16.4\%$ of \$10,901.86	
$3,345.60 = 30.7\%$ of 10,901.86	
$5,767.02 = 52.9\%$ of 10,901.86	

Note: These percentages to be used to distribute to joints, ties and rails, the proper proportion of cost remaining to be depreciated.

Parts Remaining to be Depreciated.

Organization, engineering and incidentals.....15%-\$1,801.33

16.4% of \$1,801.33=amount to be depreciated with joints.....	\$ 295.42
Actual wearing value of joints.....	1,556.81

Total value of joints to be depreciated 5% annually.....	\$ 1,852.23
5% of \$1,852.23=\$92.61, annual depreciation.	
30.7% of \$1,801.33=amount to be depreciated with ties.....	\$ 553.01
Actual wearing value of ties.....	2,514.10

Total value of ties to be depreciated 5.7% annually.....	\$ 3,067.11
5.7% of \$3,067.11=\$174.82, annual depreciation.	
52.9% of \$1,801.33=amount to be depreciated with rail.....	\$ 952.90
Actual wearing value of rail.....	4,705.60

Total value of rail to be depreciated.....**\$ 5,658.50**

	Original Depth	Scrap Depth	Wearing Depth
Penn rail, P-91.....	66 64	40 64	26 64

Depreciation for each 1/64th in. wear

For P-91; 1/26 of \$5,658.50=\$217.63

Part not Depreciated.

Excavation.....	\$ 1,107.00
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Recapitulation.

Part depreciated with joints.....	\$ 1,852.23
Scrap value part depreciated with joints.....	232.43
Part depreciated with ties.....	3,067.11
Scrap value part depreciated with ties.....	831.50
Part depreciated with rail.....	5,658.50
Scrap value part depreciated with rail.....	1,061.42
Part not depreciated (excavation).....	1,107.00

Total.....**\$13,810.19**

CLASS B-O.**7 in. Girder Guard Rail, 96 lb. 30 ft. Lengths, Bonded
on Stone Ballast.****(1) Estimate of Cost to Produce One Mile of Single Track.**

	Amount	Unit Cost	Total Cost
Rail, 96 lb. per yard, delivered..	150.86 tons	\$60.00	\$ 9,051.60
Hauling to street.....	150.86 tons	1.00	150.86
Excavation.....	2,175 cu. yd.	.50	1,237.50
Ballast, stone.....	1,405 cu. yd.	1.65	2,318.25
Ties, delivered.....	2,112	.75	1,584.00
Tie rods.....	704	.30	211.20
Fish plates and bolts.....	9.44 tons	42.25	398.84
Spikes for rail.....	24 kegs	4.10	98.40
Cross bonds.....	6	2.00	12.00
Bonding joints, material 80c, labor 45c.....	352	1.25	440.00
Labor, laying track and placing ballast.....	5,280 ft.	.35	1,848.00
			\$17,350.65
Organization, engineering and incidentals, 15%.....			2,602.60

Total cost per mile.....**\$19,953.25**

**(2) Depreciation of One Mile of Single Track.
Depreciation Due to Joints.**

	Cost New	Scrap Value	Wearing Value
Rail cut-off, 3% of cost and hauling.....\$	276.02		
4.39 tons scrap (at \$11.00)...		\$ 48.29	\$ 227.73
Fish plates and bolts.....	398.84		
9.44 tons scrap (at \$11.00)...		103.84	295.00
Bonds, 352 (at 25c).....	440.00	88.00	352.00
Labor on joints, 5,280 ft. (at 1c)...	52.80		52.80
Labor, 5,280 ft. (at 14c).....	739.20		739.20
(Placing rails, making joints and spiking, per ft. ...\$0.09 Surfacing, per ft. .... .02 Cleaning streets and incidentals, per ft. .... .03			
	\$0.14)		
	\$1,906.86	\$240.13	\$1,666.73

Life of joint, 20 years.

Annual depreciation per mile, due to joints,\$1,666.73

20

Annual depreciation in per cent of wearing value.....5%

Depreciation Due to Ties.

(Same as Class A-1.)

Annual depreciation in per cent of wearing value.....5.7%

Depreciation Due to Rail.

	Cost New	Scrap Value	Wearing Value
Rail, 97% of rail and hauling	\$8,926.44		
97% scrap, 142 tons @ \$11.00	\$1,562.00		
Deduct for removal, per mile	260.00		
	<u>\$1,302.00</u>	<u>\$1,302.00</u>	<u>\$7,624.44</u>
Cross bonds	12.00		
Scrap bonds, 6 @ 50c		3.00	9.00
Labor remaining to be depreciated	633.60		633.60
	<u>\$9,572.04</u>	<u>\$1,305.00</u>	<u>\$8,267.04</u>

Cost of parts depreciated with joints	\$1,906.86
Cost of parts depreciated with ties	4,634.25
Cost of parts depreciated with rails	9,572.04

Total cost of parts depreciated.....\$16,113.15

\$1,906.86 = 11.8% of \$16,113.15

4,634.25 = 28.7% of 16,113.15

9,572.04 = 59.5% of 16,113.15

Note: These percentages to be used to distribute to joints, ties and rails, the proper proportion of cost remaining to be depreciated.

Part Remaining to be depreciated.

Organization, engineering and incidentals, 15% = \$2,602.60

11.8% of \$2,602.60 = amount to be depreciated with joints	307.11
Actual wearing value of joints	1,666.73

Total value of joints to be depreciated 5% annually **\$1,973.84**

5% of \$1,973.84 = \$98.69, annual depreciation.

28.7% of \$2,602.60 = amount to be depreciated with ties	\$ 746.94
Actual wearing value of ties	2,836.26

Total value of ties to be depreciated 5.7% annually **\$3,583.20**

5.7% of \$3,583.20 = \$204.24, annual depreciation.

59.5% of \$2,602.60 = amount to be depreciated with rail	\$1,548.55
Actual wearing value of rail	8,267.04

Total value of rail to be depreciated.....**\$9,815.59**

	Original Depth	Scrap Depth	Wearing Depth
Lorraine rail L-357:	72 64	40 64	32 64

Depreciation for each 1 64th in. wear—

For L-357 1 32 of \$9,815.59 = \$306.74

Part Not Depreciated.

Excavation.....	\$ 1,237.50
-----------------	-------------

Recapitulation.

Part depreciated with joints.....	\$ 1,973.84
Scrap value of part depreciated with joints.....	240.13
Part depreciated with ties.....	3,583.20
Scrap value of part depreciated with ties.....	1,797.99
Part depreciated with rail.....	9,815.59
Scrap value of part depreciated with rail.....	1,305.00
Part not depreciated (excavation).....	1,237.50
Total.....	<u>\$19,953.25</u>

DEPRECIATION DUE TO			Deduct Total Depreciation	Present Value (Per Mile)	Present Value
Joints	Ties	Rails			
\$5.24	\$ 388.92	\$ 544.45	\$1,118.61	\$13,786.26	\$ 1,999.01
70.48	777.84	2,852.92	4,001.24	10,903.63	25,688.95
77.86	583.38	2,744.03	3,605.27	11,299.60	42,170.10
96.07	612.72	2,760.66	3,669.45	16,283.80	1,530.68
85.24	388.92	3,157.81	3,731.97	11,172.90	6,871.33
86.30	2,182.80	2,736.34	6,305.44	5,717.53	7,592.88
97.38	408.48	1,441.68	2,047.54	17,905.71	2,381.46
92.65	205.29	1,066.38	1,364.32	14,077.89	17,907.08
71.44	205.41	1,241.35	1,518.20	13,418.01	9,768.31
39.45	205.27	718.72	993.44	13,966.44	6,731.82
99.04	1,746.24	912.11	3,767.39	8,255.58	9,262.76
11.80	2,463.48	1,784.57	5,359.85	10,082.36	1,784.58
11.80	2,463.48	1,632.23	5,207.51	10,234.70	3,152.29
96.07	612.72	1,134.94	2,043.73	17,909.52	3,098.35
19.15	2,258.19	760.33	4,037.67	11,404.54	12,465.16
92.65	205.29	353.64	651.58	14,790.63	18,192.47
92.78	180.72	1,681.88	1,955.38	12,275.02	3,657.95
92.78	180.72	1,653.59	1,927.09	12,303.31	3,666.38
03.93	2,272.66	1,852.96	5,329.55	8,480.64	14,091.82

\$192,016 38

TANGENT TRACK DETAILS.

1. *Introduction*

17 246 \$252,028 42

\$192,016.38

Removals complete for the two rods poles left and top of
All the measurements recorded at depth of the rod are in inches at one end

TANGENT TRACK.

Depreciation per Mile.

Class	Due to Joints per year	Due to Ties per year	Due to Rail per 1/64 in. wear
A—0	\$92.42	\$145.52	\$217.17 (P-91)
A—1	92.65	205.29	217.63 (P-91)
			176.82 (P-238)
A—2	92.62	194.46	217.78 (P-91)
A—3	69.45	205.27	179.68 (P-238)
A—4	92.78	180.72	177.04 (P-238)
			153.11 (L-316)
A—5	71.44	205.41	217.78 (P-91)
A—6	92.65	205.29	217.63 (P-91)
			176.82 (P-236)
A—7	92.61	174.82	217.63 (P-91)
B—0	98.69	204.24	306.74 (L-357)

SECTION B. TRACK SPECIAL WORK.

Summary.

Description	Amount	Unit Cost New	Total Cost New
Single track crossing, electric over electric, 45 degree.....	2	\$ 257.48	\$ 514.96
Single track crossing, electric over steam, 90 degree.....	32	294.11	9,411.52
Single track crossing, electric over steam, 45 degree.....	36	344.11	12,387.96
Single track turnouts.....	4	566.60	2,266.40
Single track branch-off.....	1	778.85	778.85
Cross-overs.....	6	887.30	5,323.80
Double track crossing, electric over electric, 90 degree.....	3	864.85	2,594.55
Double track crossing, electric over electric, 45 degree.....	1	964.85	964.85
Double track crossing, curves in one quadrant.....	1	3,272.20	3,272.20
Double track branch-offs.....	2	1,824.65	3,649.30
Curve track, ft.....	829	4.90	4,062.10
			\$45,226.49
Organization, engineering and incidentals, 15¢.....			6,783.97
			\$52,010.46
*Depreciation, 26¢.....			13,522.72
			\$38,487.74

*In depreciating the above, each piece of special work was given a separate depreciation depending on its present condition and from all of these an average depreciation for the whole Section was arrived at.



DESCRIPTION OF SPECIAL WORK.

Trestle Numbers	LOCATION	DESCRIPTION									
		Single track, crossing other tracks at right angles	Single track, crossing other tracks at right angles	Single track, crossing other tracks at right angles	Single track, crossing other tracks at right angles	Single track, crossing other tracks at right angles	Single track, crossing other tracks at right angles	Single track, crossing other tracks at right angles	Double track, crossing other tracks at right angles	Double track, crossing other tracks at right angles	Double track, crossing other tracks at right angles
1	Twenty-second St. near Ogden Ave.								1		
2	Twenty-second St. and Franklin Ave.										156
3	Twenty-second St. and Kedzie Ave.									1	
4	Twenty-second St. near Rockwell St.								1		
5	Twenty-second St. and Campbell Ave.		20								
6	Twenty-second St. and Webster Ave.										
6	Twenty-second St. and Taylor St.								1		
7	Twenty-second St. near Wood St.								1		
8	Twenty-second St. and Ashland Ave.									1	
9	Twenty-second St. near Lansing St.			1							
10	Twenty-second St. and Chicago St.		6								1
12	Twenty-second St. near May St.			1							
11 & 12	Twenty-second St. near Michigan St.		1	1							
13	Twenty-second St. near Sangamon St.		1	1							
14	Twenty-second St. near Chicago St.			6							
15	Twenty-second St. and Halsted St.								1		
16, 17 & 18	Twenty-second St. near Jefferson St.		6						1		
19	Twenty-second St. and Grace St.		1								
20	Lansdale Ave. and Thirty-first St.				1						
21	Lansdale Ave. and Twenty-fifth St.				1						
22	Kedzie Ave. and Twenty-fifth St.	2								1	218
23	Twenty-fifth St. near Marshall Blvd.				1						
24	Twenty-fifth St. and Rockwell St.										90
25	Twenty-fifth St. and Rockwell St.										75
26	Kedzie Ave. and Thirtieth St.		2								
27	Kedzie Ave. near Twenty-second St.								1		
28	Ashland Ave. near Twenty-second St.								1		
29	Throop St. and Twenty-fifth St.		2								
30	Throop St. near Bridge										90
31	Throop St. near Twenty-second St.		2								
32	Throop St. near Twenty-fifth St.			1							
Total		2	32	36	1	1	6	1	1	1	820

SINGLE TRACK CROSSING.

Electric over Electric.

45 Degree.

Unit Cost Estimate.

	Amount	Unit Cost	Total Cost
Rail layout, delivered.			\$220.00
10x10x1.5			
Excavation ————— =	5.9 cu. yd.	\$0.50	2.95
27			
10x10x.75			
Ballast, mixed ————— =	2.8 cu. yd.	1.25	3.50
27			
Ties, delivered.	10	0.75	7.50
Spikes for rail.	$\frac{1}{4}$ keg.	4.10	1.03
Bonding joints, (material 80c.,			
labor 45c.)	8	1.25	10.00
Labor	10 ft.	1.25	12.50
			— — —
Total cost of crossing.			\$257.48

SINGLE TRACK CROSSINGS.

Electric over Steam.

90 and 45 Degree.

Unit Cost Estimate.

	Amount	Unit Cost	Total Cost
Rail layout, delivered.....			\$210.00
Excavation..... 3 cu. yd.	(a)	\$0.50	1.50
Ballast..... 2 cu. yd.	(a)	1.25	2.50
Ties, delivered..... 12		.75	9.00
Spikes for rail..... 0.15 keg.	(a)	4.10	.61
Bonding joints, (material 80c., labor 45c.)..... 6	(a)	1.25	7.50
Cross bonds..... 2	(a)	2.00	4.00
Oak boards..... 300 F.B.M.	(a)	30.00	9.00
Labor.....			50.00
Total, 90 degree crossing.....			\$294.11
For 45 degree crossing, add.....			50.00
Total, 45 degree crossing.....			\$344.11

SINGLE TRACK TURNOUT.

Straight track, average allowance..	30 ft.
Length turnout over all.....	60 ft.
Total.....	90 ft.

Unit Cost Estimate.

	Amount	Unit Cost	Total Cost
Point and mate, delivered.....			\$113.00
Curve cross, delivered.....			45.00
Curved rail, delivered.....	60 ft.	\$3.00	180.00
Straight track.....	30 ft.	1.00	30.00
Excavation, 90 ft. x .469 =	42.2 cu. yd.	.50	21.10
Ballast, 90 ft. x .266 =	23.9 cu. yd.	1.25	29.90
Ties, delivered.....	45	.50	22.50
Spikes for rail.....	1 keg	4.10	4.10
Bonding joints.....	12	1.25	16.00
(material 80c., labor 45c.)			
Cross bonds.....	3	2.00	6.00
Labor.....	90 ft.	1.10	99.00
Total cost of section.....			\$566.60

CROSS-OVERS.

Straight track included.....	70 ft.
Length of cross-over, over all.....	57 ft.
Total.....	127 ft.

Unit Cost Estimate.

	Amount	Unit Cost	Total Cost
Cross-over, delivered.....			\$600.00
Excavation, 127 x .469 =	59.5 cu. yd.	\$0.50	29.75
Ballast mixed, 127 x .266 =	33.8 cu. yd.	1.25	42.25
Ties, delivered.....	54	.75	40.50
Spikes for rail.....	1 keg	4.10	4.10
Bonding joints.....	20	1.25	25.00
(material 80c., labor 45c.)			
Cross bonds.....	3	2.00	6.00
Labor.....	127 ft.	1.10	139.70
Total cost of cross-over.....			\$887.30

DOUBLE TRACK CROSSINGS.

Electric over Electric. 90 and 45 Degree.

Unit Cost Estimate.

	Amount	Unit Cost	Total Cost
Rail, special layout, delivered . . .			\$700.00
Excavation, 20 x 20 x 1.6 ----- = 23.7 cu. yd.		\$0.50	11.85
27			
Ballast mixed, 20 x 20 x 75 ----- = 10.1 cu. yd.		1.25	13.90
27			
Ties, delivered 40		.75	30.00
Spikes for rail 1 keg		4.10	4.10
Bonding joints, (material 80c, labor 45c) . . . 24		1.25	30.00
Labor 60 ft.		1.25	75.00
Total, 90 degree crossing . . .			\$864.85
For 45 degree crossing, add . . .			100.00
Total, 45 degree crossing . . .			\$964.85

DOUBLE TRACK CROSSING.

Curves in one quadrant.

Unit Cost Estimate.

	Amount	Unit Cost	Total Cost
Rail layout, delivered.....			\$2,740.00
Excavation, 60 x 64 x 1.6			
— — — — — = 76 cu. yd.		\$0.50	38.00
3 x 27			
Ballast mixed, 60 x 64 x .75			
— — — — — = 35.6 cu. yd.		1.25	44.50
3 x 27			
Ties, delivered..... 132		.75	99.00
Spikes for rail..... 2 kegs		4.10	8.20
Bonding joints..... 34		1.25	42.50
(material 80c, labor 45c)			
Labor.....			300.00
Total cost of crossing.....			<u>\$3,272.20</u>

DOUBLE TRACK BRANCH-OFFS.

Curves, 2, each 90 ft.	180 ft.
Straight track included.	90 ft.
Total.	<u>270 ft.</u>

Unit Cost Estimate.

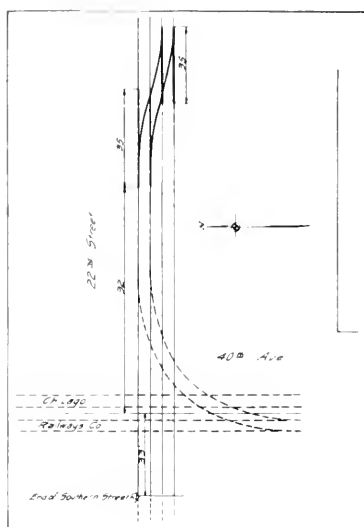
	Amount	Unit Cost	Total Cost
Rail layout, delivered.			\$1,220.00
Excavation, 270 x .469 =	127 cu. yd.	\$0.50	63.50
Ballast mixed, 270 x .266 =	71.8 cu. yd.	1.25	89.70
Ties, delivered.	135	.75	101.25
Spikes for rail.	2 kegs	4.10	8.20
Bonding joints. ....	.36	1.25	45.00
(material 80c, labor 45c)			
Labor.	270 ft.	1.10	297.00
Total cost of branch-off.			<u>\$1,824.65</u>

CURVE TRACK.

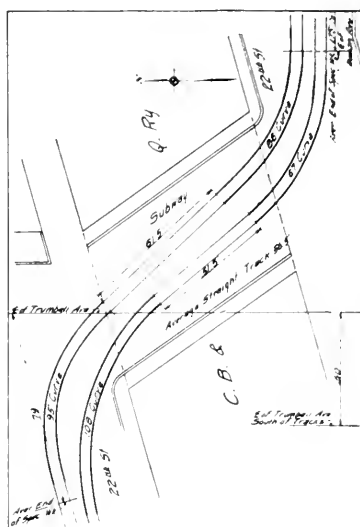
80 lb. Girder Rail.

Estimate of Cost to Produce One Foot of Track.

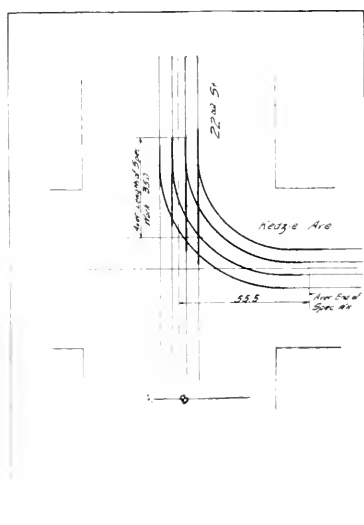
	Cost New
Rail, 80 lb. per yard, delivered.	\$3.00
Excavation. . . . .	.24
Ballast. . . . .	.44
Ties, delivered. . . . .	.30
Tie rods. . . . .	.04
Fish plates and bolts. . . . .	.08
Spikes for rail. . . . .	.02
Bonding joints. . . . .	.08
Labor, laying track. . . . .	.70
Total cost per foot of tracks.	\$4.90



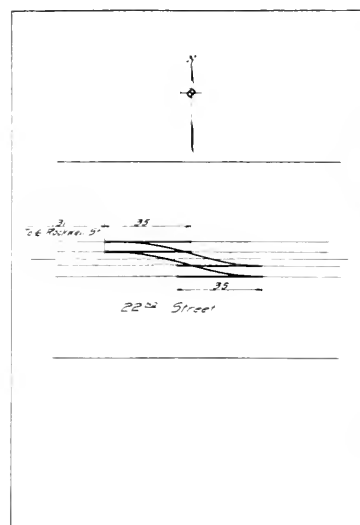
LAYOUT No. 1.
22nd St. near Ogden Ave.



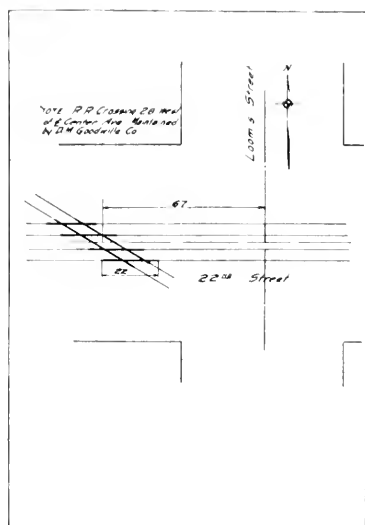
LAYOUT No. 2.
22nd St. and Trumbull Ave.



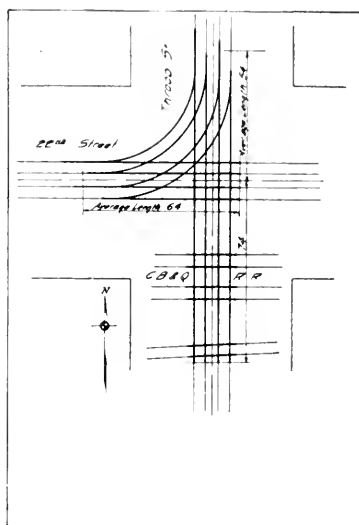
LAYOUT No. 3.
22nd St. and Kedzie Ave.



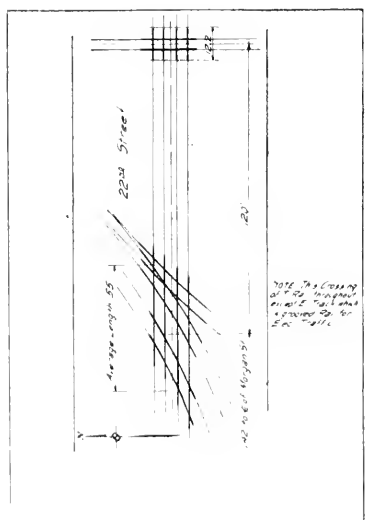
LAYOUT No. 4.
22nd St. near Rockwell St.



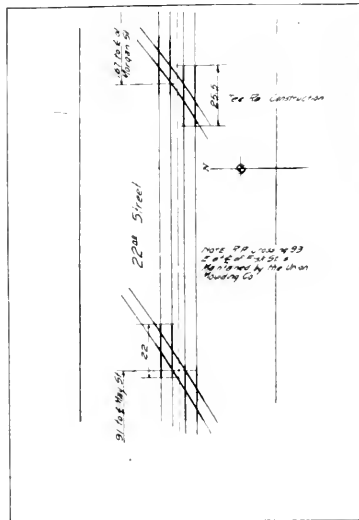
LAYOUT No. 9.
22nd St. near Loomis St.



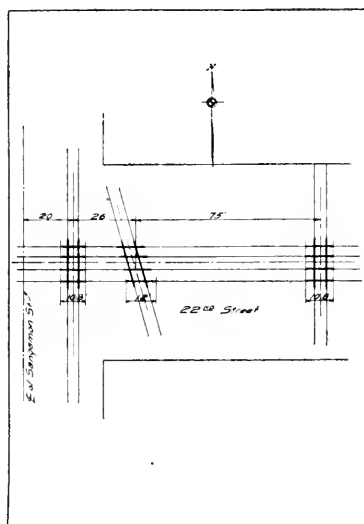
LAYOUT No. 10.
22nd St. and Throop St.



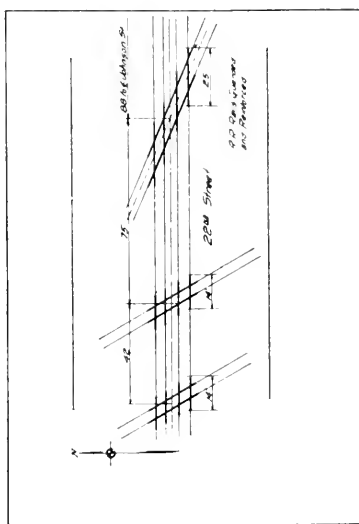
LAYOUT No. 11.
22nd St. from Sangamon St. to Morgan St.



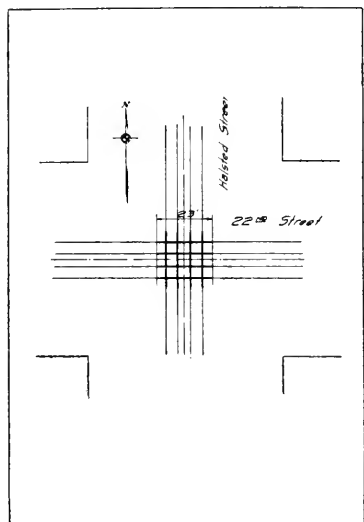
LAYOUT No. 12.
22nd St. from Morgan St. to May St.



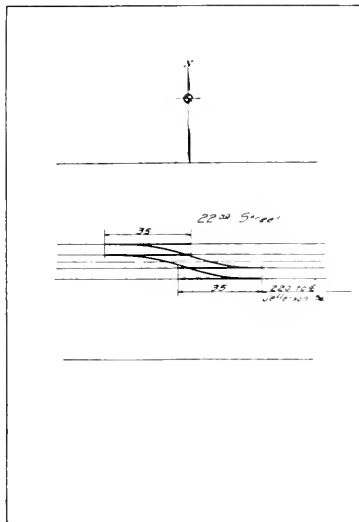
LAYOUT No. 13.
22nd St. near Sangamon St.



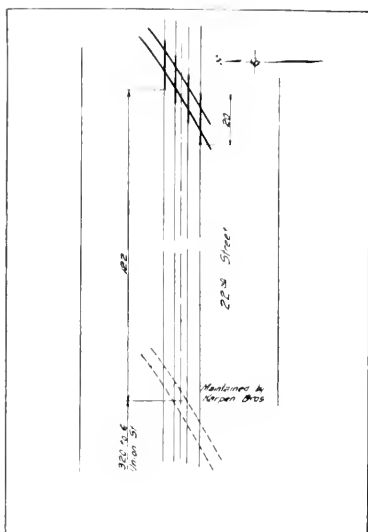
LAYOUT No. 14.
22nd St. near Johnson St.



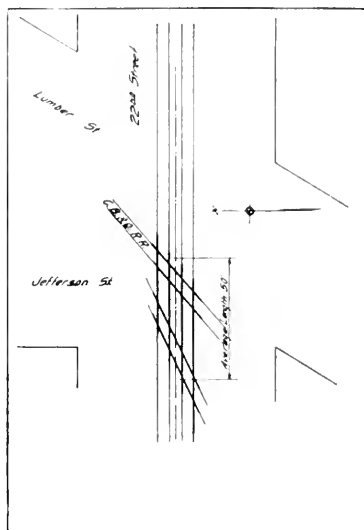
LAYOUT No. 15.
22nd St. and Halsted St.



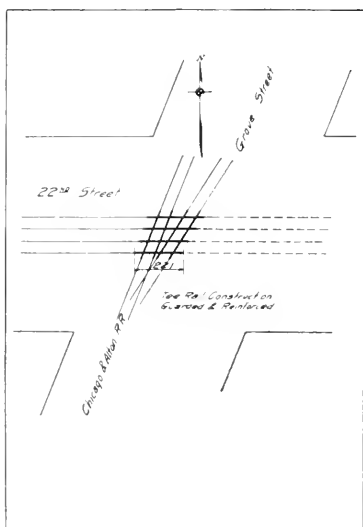
LAYOUT No. 16.
22nd St. near Jefferson St.



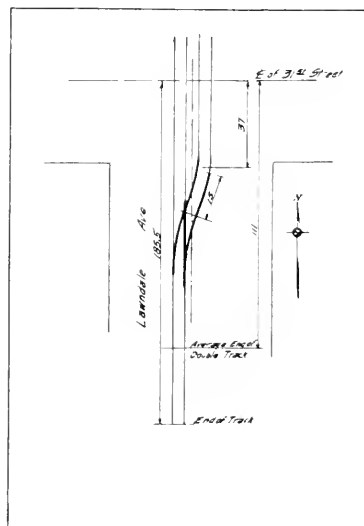
LAYOUT No. 17.
22nd St. from Jefferson St. to Union St.



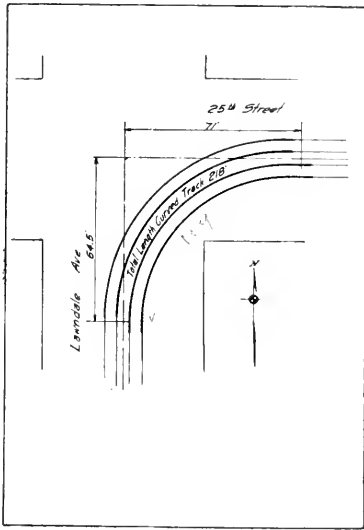
LAYOUT No. 18.
22nd St. and Jefferson St.



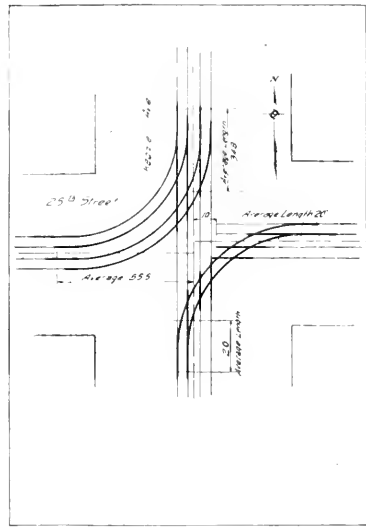
LAYOUT No. 19.
22nd St. and Grove St.



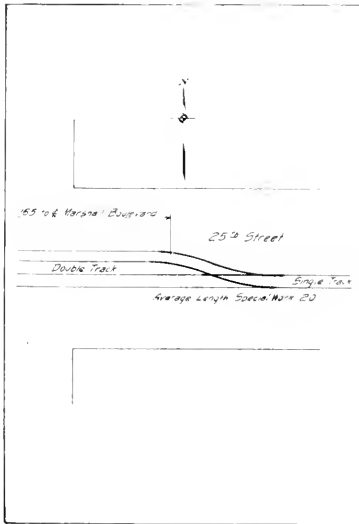
LAYOUT No. 20.
Lawndale Ave. and 31st St.



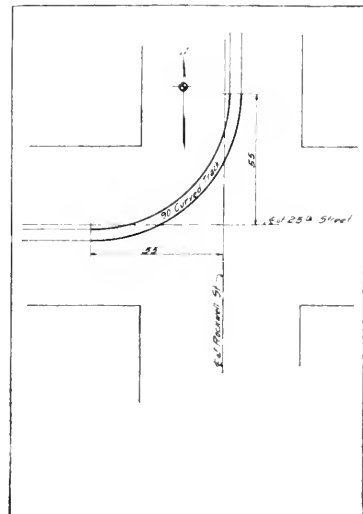
LAYOUT No. 21.
Lawndale Ave. and 25th St.



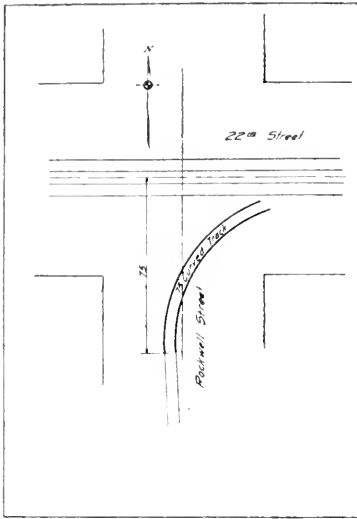
LAYOUT No. 22.
Kedzie Ave. and 25th St.



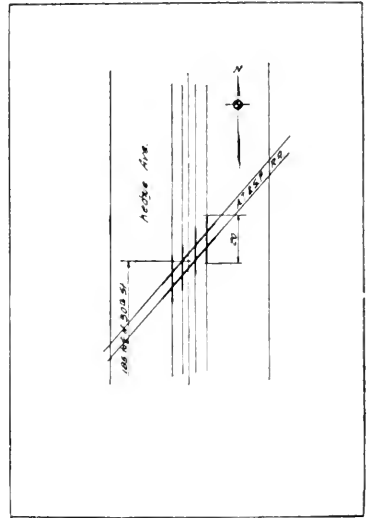
LAYOUT No. 23.
25th St. near Marshall Blvd.



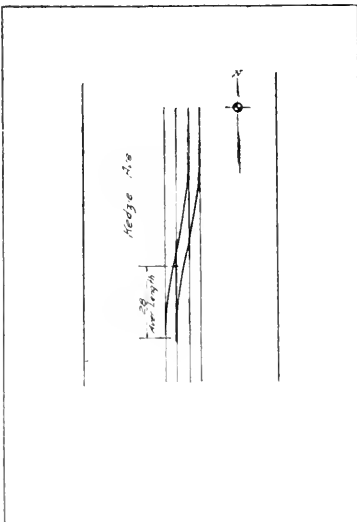
LAYOUT No. 24.
25th St. and Rockwell St.



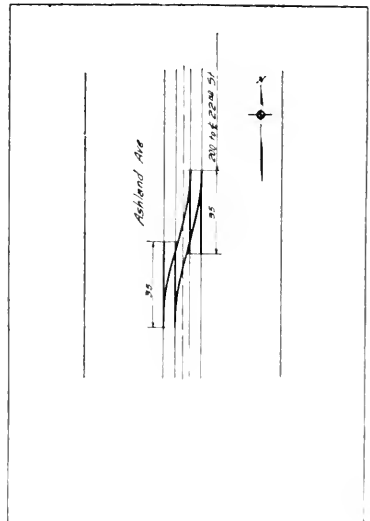
LAYOUT No. 25.
22nd St. and Rockwell St.



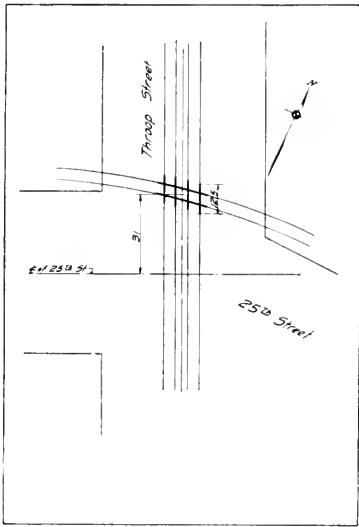
LAYOUT No. 26.
Kedzie Ave. from 30th St. to 28th St.



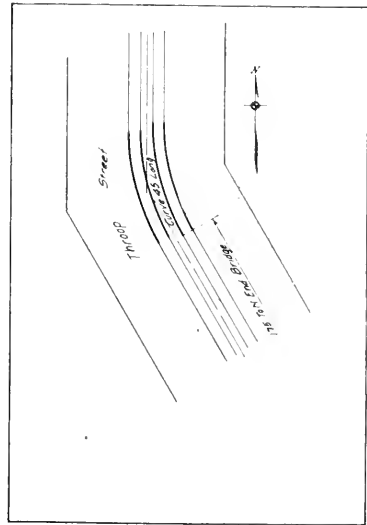
LAYOUT No. 27.
Kedzie Ave. near 22nd St.



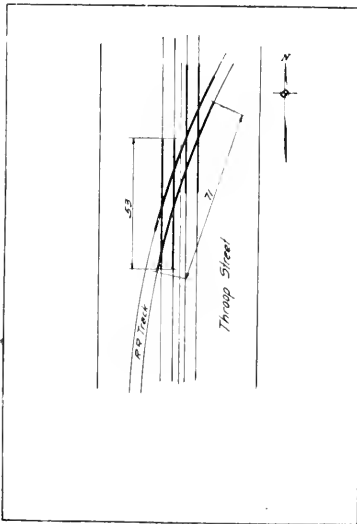
LAYOUT No. 28.
Ashland Ave. near 22nd St.



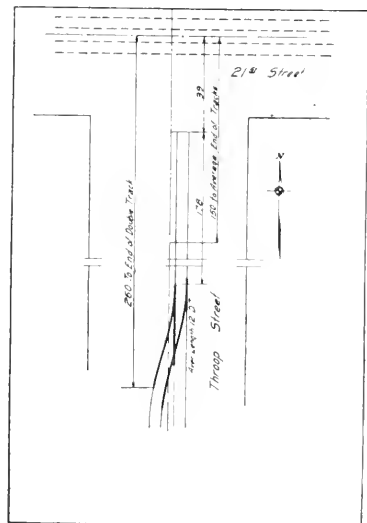
LAYOUT No. 29.
25th St. and Throop St.



LAYOUT No. 30.
Throop St. near Bridge.



LAYOUT No. 31.
Throop St. near 22nd St.



LAYOUT No. 32.
Throop St. near 21st St.

SPECIAL WORK.

On the Right-of-way of the Southern Street Railway Co.

Maintained by Other Parties.

Location	Description	Maintained by
Twenty-second St. and Fortieth Ave.	Double track crossing, curve connecting outer track one quadrant, 90 degree	Chicago Union Traction Co.
Twenty-second St. and Ogden Ave.	Double track crossing, curve connecting outer tracks in 45 degree angle; curve con- necting inner tracks in 135 degree angle, 45 degree	Chicago Union Traction Co.
Twenty-second St. and Campbell Ave.	2-single track crossings, elec- tric over steam, 90 degree	C.B.& Q.R.R.
Twenty-second St. and Robey St.	Double track crossings, 90 degree	Chicago Union Traction Co.
Twenty-second St. and Ashland Ave.	2-single track crossings, 90 degree	Chicago City Railway Co.
Twenty-second St. near Center Ave.	2-single track crossings, elec- tric over steam, 45 degree	Goodwille Box Co.
Twenty-second St. near Fisk St.	2-single track crossings, elec- tric over steam, 45 degree	Union Molding Co.
Twenty-second St. near Union St.	2-single track crossings, elec- tric over steam, 45 degree	Karpen Bros.
Twenty-fifth St. and Lawndale Ave.	Double track crossing, 90 degree	Chicago Union Traction Co.
Twenty-fifth St. and Kedzie Ave.	Double track crossing, 90 degree	Chicago Union Traction Co.

SECTION C.

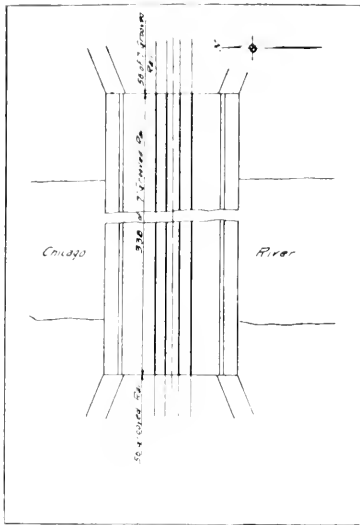
TRACK ON BRIDGES.

Summary.

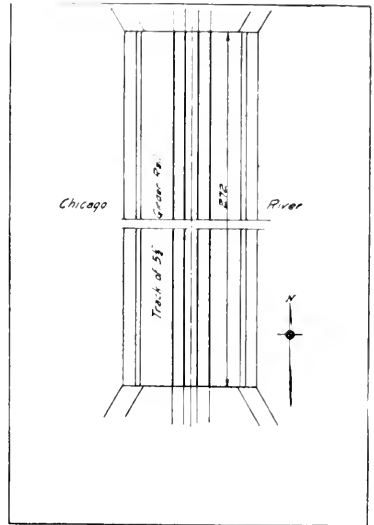
	Feet of Single Elec- tric Track	When Built	Depre- ciation (%)	Cost New per ft.	Total Cost New	Present Value per ft.	Total Present Value
Twenty-second							
St. Bridge...	676	1906	11.3	\$3.47	\$2,345.72	\$3.08	\$2,082.08
Throop St.							
Bridge.....	504	1902	18.	2.61	1,315.44	2.14	1,078.56
Ashland Ave.							
River Bridge.	554	1907	9.2	2.61	1,419.84	2.37	1,289.28
Ashland Ave.							
Canal Bridge.	264	1907	9.2	2.61	689.04	2.37	625.68
Total.....					<u>\$5,770.04</u>		<u>\$5,075.60</u>

Estimate of Cost to Produce One Foot of Single Track.

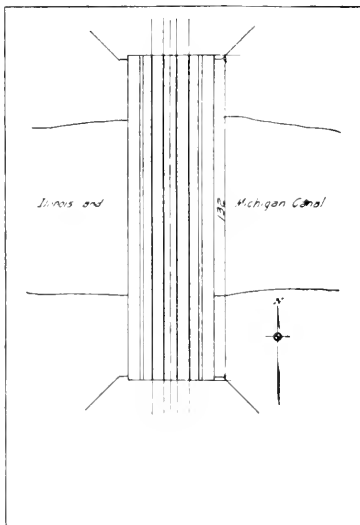
	96 lb. Girder Guard Rail	80 lb. Girder Rail
Rail, delivered.....	\$1.75	\$1.00
Ties, delivered.....	.30	.30
Tie rods.....	.04	.04
Bolts and fish plates.....	.08	.08
Spikes for rail.....	.02	.02
Bonding joints and cross bonds.....	.08	.08
Labor.....	.75	.75
	<u>\$3.02</u>	<u>\$2.27</u>
Organization, engineering, and incidentals, 15%.....	.45	.34
Total cost per ft. of track.....	<u>\$3.47</u>	<u>\$2.61</u>



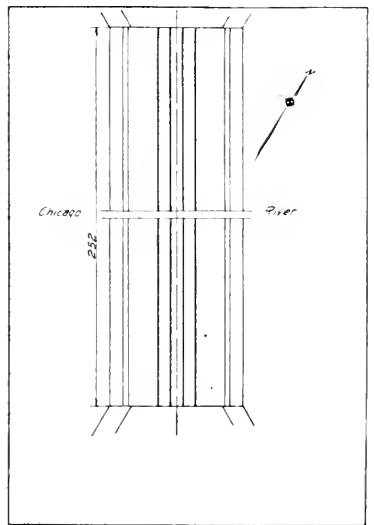
LAYOUT No. 33.
22nd St. between Grove St. and
Jefferson St.



LAYOUT No. 34.
Ashland Ave. over Chicago River.



LAYOUT No. 35.
Ashland Ave. over Ill. and Mich. Canal.



LAYOUT No. 36.
Throop St. over Chicago River.

SECTION D.
ABANDONED TRACK; SOME RAIL STILL IN PLACE.
Summary.

Location	Amount 80 lb. Rail (lineal ft.)	Rail (tons)	Miles Single Track	#Class	Total Cost New	Cost Rail New	Deprecia- tion (%)	Present Value
Lawndale Ave., Thirty-first St. to Canal	1,980	23.6	.503	A-0	\$6,047.55	\$967.60	10	\$ 870.84
Kedzie Ave. and Thirtieth St. to south end of car barn	1,800	21.4	.250	A-0	3,005.74	877.40	10	789.66
Total					\$9,053.29			\$1,660.50

Note: No value has been placed on the substructure of the track included in this section as many of the rails have been removed or knocked over and the ties rotted.
*Tangent track classification.

SECTION E.

TANGENT TRACK IN CAR BARNs AND YARDS.

Summary.

	Amount	Unit Cost	Total Cost
40 lb. "T" rail.....	4,130 ft.	\$0.868	\$3,584.84
40 lb. "T" rail (over inspection pits) ..	240 ft.	.585	140.40
60 lb. "T" rail.....	600 ft.	1.120	672.00

Grand total cost new.....	\$4,397.24
Depreciation, 25 %.....	1,099.31

Present value.....\$3,297.93

Note: Earthwork is not included under above head. For this item see "Fill in Car Barns" and "Yard Fill" under Exhibit VI, Buildings.

Estimate of Cost to Produce One Foot of Single Track.

	40 lb. "T" Rail	*40 lb. "T" Rail	65 lb. "T" Rail
Tail, \$29.00 per ton.....	\$0.346	\$0.346	\$0.561
Ties, delivered.....	.20		.20
Fish plates.....	.027	.031	.031
Nuts and bolts.....	.012	.012	.012
Bonding joints.....	.05		.05
Spikes for rail.....	.02	.02	.02
Labor.....	.10	.10	.10
	\$0.755	\$0.509	\$0.974
Organization, engineering, and incidentals, 15 %.....	.113	.076	.146
Total cost per foot.....	\$0.868	\$0.585	\$1.120

*Over inspection pits.

SECTION F.**TRACK SPECIAL WORK IN CAR BARNs AND YARDS.****Summary.**

	Amount	Unit Cost	Total Cost
Branch-offs in car barns.....	12	\$200.00	\$2,400.00
Branch-offs in yards.....	8	200.00	1,600.00
Double turnout, three-throw, stub switch,.....	1	250.00	250.00
Cross-over 40 lb. "T" rail.....	1	295.00	295.00
Crossing, 45 degree, 65 lb. "T" rail.....	1	344.00	344.00
Turnouts, 65 lb. "T" rail.....	2	217.00	434.00
Girder track, curved.....	167 ft.	4.90	818.00
Track, curved, 40 lb. "T" rail.....	300 ft.	1.75	525.00
			\$6,666.00
Organization, engineering and incidentals, 15%.....			1,000.00
Grand total cost new.....			\$7,666.00
Depreciation, 40%.....			3,066.00
Present value.....			\$4,600.00

SINGLE TRACK BRANCH-OFF.

10 lb. "T" Rail. Including 60 ft. of Curved Track, Inside
Rail Guarded.

Unit Cost Estimate.

	Amount	Unit Cost	Total Cost
Rail, layout, delivered.....			\$124.15
Ties, delivered.....	40	\$0.50	20.00
Spikes for rail.....	1 keg	4.10	4.10
Bonding joints.....	15	1.25	18.75
(material 80c, labor 45c)			
Labor.....			33.00
Total cost of branch-off.....			\$200.00

DOUBLE TURNOUT.

40 lb. "T" Rail. Three-throw; Stub switch.

Unit Cost Estimate.

	Amount	Unit Cost	Total Cost
Rail layout, delivered.....			\$149.70
Ties, delivered.....	50	\$0.50	25.00
Spikes for rail.....	$\frac{1}{2}$ keg	4.10	2.05
Bonding joints.....	25	1.25	31.25
(material 80c, labor 45c)			
Labor.....			42.00
Total cost of switch.....			\$250.00

CROSS-OVER.

40 lb. "T" Rail. No. 3 $\frac{1}{2}$ Frogs.

Unit Cost Estimate.

	Amount	Unit Cost	Total Cost
Branch-offs.....	2	\$200.00	\$400.00
Deduct, curved track.....	60 ft.	1.75	105.00
Total cost of cross-over.....			\$295.00

TURNOUT.

65 lb. "T" Rail.

Unit Cost Estimate.

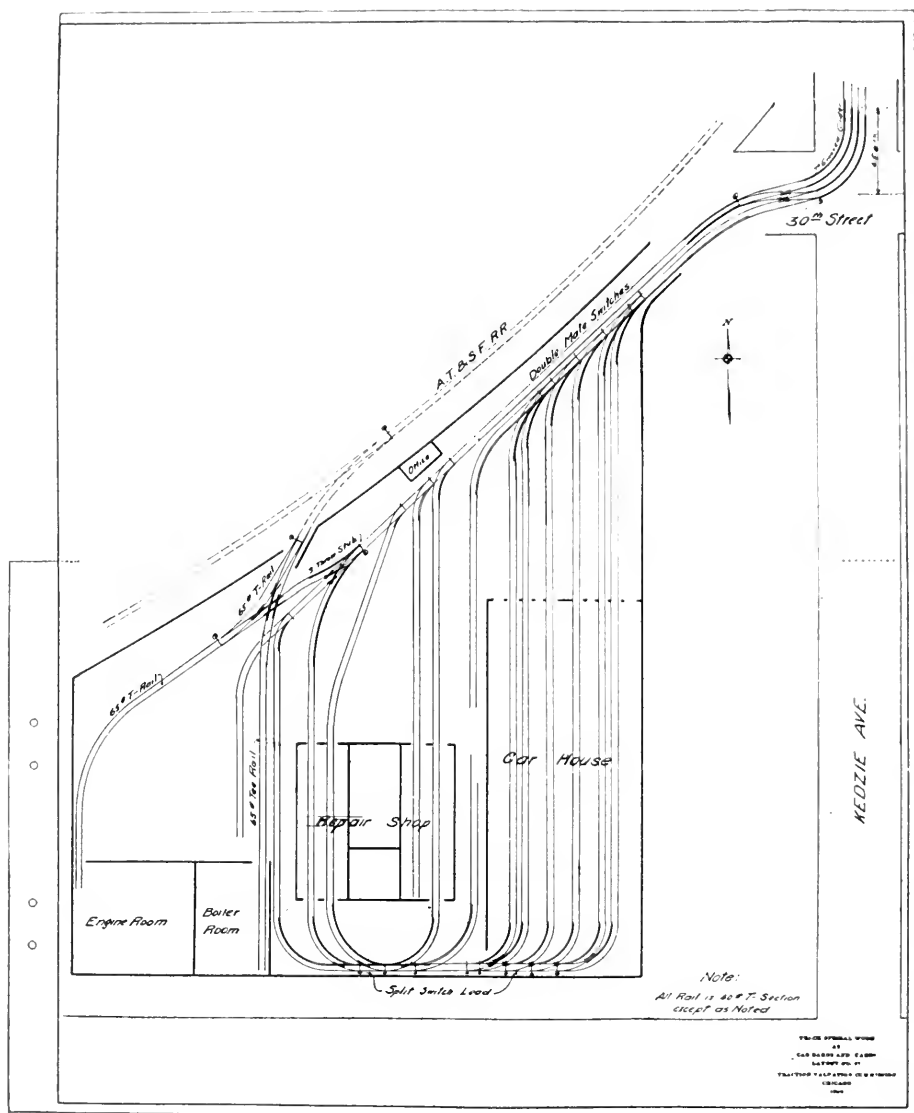
	Amount	Unit Cost	Total Cost
Switch points, frog and stand.....			\$99.80
Track.....	60 ft.	\$1.12	67.20
Labor.....			50.00
Total cost of turnout.....			\$217.00

CURVE TRACK.

40 lb. "T" Rail.
Including One Guard Rail.

Estimate of Cost to Produce One Foot of Track.

	Total Cost
Rail, 40 lb. per yard, delivered	\$1.20
Ties, delivered . . . . .	.25
Fish plates and bolts . . . . .	.04
Bonding joints . . . . .	.05
Labor . . . . .	.21
Total cost per foot of track	\$1.75



LAYOUT No. 37.
Car Barns and Yards.

EXHIBIT II.

ELECTRIC POWER DISTRIBUTION SYSTEM.

Comprising the Following Divisions:

- A Overhead Trolley Construction.**
- B Feeder System.**

EXHIBIT II.**ELECTRIC POWER DISTRIBUTION SYSTEM.****Summary.**

	Cost New	Present Value
Overhead trolley construction	\$31,933.60	\$22,973.91
Feeder system	13,787.03	13,000.21
Total	<u>\$45,720.63</u>	<u>\$35,974.12</u>

SECTION A. OVERHEAD TROLLEY CONSTRUCTION.

Summary.

Division	Miles	Cost New	Scrap Value	Depreciation	Present Value
No. 1	2.691	\$ 4,140.26	\$ 735.95	\$1,370.97	\$ 2,769.29
No. 2	1.457	3,168.86	431.95	659.47	2,509.39
No. 3	1.734	3,536.55	555.22	683.72	2,852.83
No. 4	2.482	5,522.85	714.73	1,223.44	4,299.40
No. 5 . . . . .	.997	1,468.66	246.85	617.03	851.63
No. 6	1.649	2,048.08	353.36	482.48	1,565.60
No. 7	3.171	2,821.83	683.09	1,013.04	1,808.79
No. 8	2.553	2,424.94	548.66	816.10	1,608.84
No. 9	2.05	2,636.33	412.13	924.78	1,711.55
Total	18.784	\$27,768.35	\$4,681.94	\$7,791.03	\$19,977.32
Organization, engineering and incidentals, 15%		4,165.25	702.29	1,168.66	2,993.59
Grand Total		\$31,933.60	\$5,384.23	\$8,959.69	\$22,973.91

UNIT POLE COSTS.

Wood Poles.

Diam. of Top	Length	Price	*Cost of Labor	Set Heeled and Breasted	Scrap Value
7 in.	30 ft.	\$4.60	\$3.55	\$8.15	\$1.00
7 in.	35 ft.	4.75	3.65	9.40	1.00
7 in.	40 ft.	7.00	3.80	10.80	4.60
7 in.	45 ft.	8.25	4.00	12.25	5.75

*Includes labor on pole plus cost of one tie.

Iron Poles.

Size	Length	Price per Foot	Cost Pole only	Cost of Concrete Setting	Cost in Place	Scrap Value
4½-5-6 (in.)	28 ft.	\$.03	\$20.70	\$9.00	\$29.70	\$2.60
5-6-7 (in.)	30 ft.	.03	30.00	9.00	39.00	3.75

Structural Steel Poles and Arches.

Kind	Length	Weight	Price per Pound	Cost Pole only	Cost of Concrete Setting	Cost in Place	Scrap Value
4 3 in. x 3 in. 1 Lattice.	30 ft.	1060 lb.	\$.06	\$63.60	\$8.00	\$71.60	\$4.00
4 2 in. x 2½ in. 2 Lattice.	30 ft.	585 lb.	.06	35.10	8.00	43.10	2.20
2 Channels Latticed for Bridge Weights.	25 ft.	1150 lb.	.06	69.00	11.00	80.00	4.30
Trolley Arches; 2 Posts, 1 Arch.		3060 lb.	.06	183.60	25.00	208.60	11.50
Trolley Arches; 2 Posts, 1 Arch.		2700 lb.	.06	162.00	33.00	195.00	10.30

The joint ownership of poles was investigated in detail and an allowance made for outside interest. Poles occupied by the company in which they have no proprietary interest, have not been listed.

The average length of life of a cedar pole was determined from inspection of the poles in place to be 22 years, the average life of iron pipe poles to be 40 years and life of iron lattice poles 30 years.

Trolley Wire Data.

Cost per pound of new trolley wire.....	15.125c.
Weight per foot of new #1 0 trolley wire.....	.32 lb.
Cost per foot of new #1 0 trolley wire (allowing 1% for sag).....	4.88c.
Value per pound of scrap copper.....	10. c.
Weight per foot of #1 0 scrap trolley wire.....	.265 lb.
Value per foot of #1 0 scrap trolley wire (allowing 1% for sag).....	2.68c.
Weight per foot of new #2 0 trolley wire.....	.403 lb.
Cost per foot of new #2 0 trolley wire (allowing 1% for sag).....	6.15c.
Weight per foot of scrap #2 0 trolley wire.....	.325 lb.
Value per foot of scrap #2 0 trolley (allowing 1% for sag).....	3.28c.

The length of life of #1 0 trolley is taken as 1.972 years per minute of headway of 18 hours. The length of life of #2 0 trolley is taken as 2.236 years per minute of headway of 18 hours.

Owing to the fact that headways could not be obtained over the lines on Kedzie Ave. from Twenty-fifth St. to Thirtieth St., and in the yard, and that no headway exists on Rockwell St. from Twenty-second St. to Twenty-fifth St. and on Twenty-fifth St. from Rockwell St. to Kedzie Ave., the trolley wire in these sections was depreciated 25% by inspection.

TYPES OF OVERHEAD CONSTRUCTION.**Class A-0. Iron Pole; Cross Span.**

(2 trolleys, 2 tracks.)

	Cost New.
2 pole collars.....	\$0.20
2 wood strains or equal.....	.40
2 porcelain insulators.....	.05
2 old O. B. hangers or equal.....	.90
2 trolley ears, 9 in.....	.40
48 ft. strand wire, 5 16 in.....	.33
Labor.....	2.50

\$4.78**Class A-1. Iron Pole; Cross Span.**

(2 trolleys, 2 tracks.)

	Cost New.
2 pole collars.....	\$0.20
2 wood strains or equal.....	.40
2 O. B. hangers.....	.90
2 trolley ears, 12 in.....	.90
48 ft. strand wire, 5 16 in.....	.33
Labor.....	2.50

\$5.23**Class A-2. Iron Pole; Cross Span.**

(2 trolleys, 2 tracks.)

	Cost New.
2 wood strains or equal.....	\$0.40
2 old O. B. hangers or equal.....	.90
2 trolley ears, 9 in.....	.40
52 ft. strand wire, 5 16 in.....	.36
Labor.....	2.30

\$4.36**Class A-3. Iron Pole; Cross Span.**

(2 trolleys, 2 tracks.)

	Cost New.
2 wood strains or equal.....	\$0.40
2 O. B. hangers or equal.....	.90
2 trolley ears, 12 in.....	.90
52 ft. strand wire, 5 16 in.....	.36
Labor.....	2.30

\$4.86**Class A-4. Wood Pole; Cross Span.**

(2 trolleys, 2 tracks.)

	Cost New.
2 wood strains or equal.....	\$0.40
2 O. B. hangers or equal.....	.90
2 trolley ears, 9 in.....	.70
52 ft. strand wire, 5 16 in.....	.37
Labor.....	1.65

\$4.02

Class A-5. Wood Pole; Cross Span.

(2 trolleys, 2 tracks; feed tap.)

	Cost New.	Scrap Value.
2 globe strains.....	\$0.50	
2 feed hangers.....	.90	
2 trolley cars, 9 in.....	.70	
15 ft. insulated copper, #4 0.....	4.95	\$2.94
15 ft. strand wire, 5-16 in.....	.11	
Labor.....	2.00	
	<hr/>	<hr/>
	\$9.16	\$2.94

Class A-6. Iron Pole; Cross Span.

(2 trolleys, 2 tracks; feed tap.)

	Cost New.	Scrap Value.
2 wood strains or equal.....	\$0.40	
2 feed hangers.....	.90	
2 trolley cars, 9 in.....	.70	
45 ft. insulated copper, #4 0.....	4.95	\$2.94
15 ft. strand wire, 5-16 in.....	.11	
Labor.....	2.00	
	<hr/>	<hr/>
	\$9.06	\$2.94

Class A-7. Iron Pole; Cross Span.

(2 trolleys, 2 tracks; feed tap.)

	Cost New.	Scrap Value.
2 pole collars.....	\$0.20	
2 wood strains or equal.....	.40	
2 porcelain insulators.....	.05	
2 feed hangers.....	.90	
2 trolley cars, 9 in.....	.70	
45 ft. insulated copper, #4 0.....	4.95	\$2.94
10 ft. strand wire, 5-16 in.....	.06	
Labor.....	2.00	
	<hr/>	<hr/>
	\$9.26	\$2.94

Class B-0. Wood Pole; Cross Span.

(1 trolley, 1 track.)

	Cost New.	
2 wood strains or equal.....	\$0.40	
1 O. B. hanger or equal.....	.45	
1 trolley car, 9 in.....	.35	
52 ft. strand wire, 5-16 in.....	.36	
Labor.....	1.65	
	<hr/>	
	\$3.21	

INDEX TO DIVISION NUMBERS.

Straight Line Divisions.	Special Layouts.	Street Sections Included.
1		Twenty-second St. from Grove St. to Ashland Ave.
	1	Twenty-second St. bridge.
	2	Throop St. and Twenty-second St.
	3	Ashland Ave. and Twenty-second St.
2		Throop St. from Twenty-first St. to Archer Ave.
	4	Throop St. bridge.
3		Ashland Ave. from Twenty-second St. to Archer Ave.
	5	Ashland Ave. bridge.
4		Twenty-second St. from Ashland Ave. to Rockwell St.
5		Rockwell St. from Twenty-second St. to Twenty-fifth St. and Twenty-fifth St. from Rockwell St. to Kedzie Ave.
	6	Rockwell St. and Twenty-fifth St.
	7	Kedzie Ave. and Twenty-fifth St.
6		Twenty-second St. from Rockwell St. to Kedzie Ave.
	8	Kedzie Ave. and Twenty-second St.
7		Kedzie Ave. from Twenty-second St. to Thirty-first St.
9 A, B & C		Kedzie Ave. and Thirtieth St; and Yards and Barns.
8		Twenty-fifth St. from Kedzie Ave. to Lawndale Ave., and Lawndale Ave. from Twenty-fifth St. to Thirty-fifth St.
	10	Lawndale Ave. and Twenty-fifth St.
9		Twenty-second St. from Kedzie Ave. to Fortieth Ave.
	11	St. Louis Ave. and Twenty-second St.
	12	Fortieth Ave. and Twenty-second St.

STRAIGHT LINE DIVISION No. 1.

(Overhead Trolley Construction.)

Twenty-second St. from Grove St. to Ashland Ave.

Material	Amount.	Kind.	Size.	When Installed.	Depreciation, %	Cost, \$	Scrap Value, \$	Depreciation, \$	Present Value, \$
Poles.....	76	Cedar	30 ft.	1891	63.6	619.40	76.00	315.60	273.80
	30	Cedar	35 ft.	1894	63.6	282.00	30.00	160.27	121.73
	5	Cedar	40 ft.	1894	63.6	54.00	23.00	19.71	34.29
	7	Iron	28 ft., 1-5-6 (in.)	1896	30.	200.90	18.20	51.81	116.09
	4	Iron	30 ft., 5-6-7 (in.)	1896	30.	156.00	15.00	12.30	113.70
Anchor.....	1			63.		5.00		3.15	1.85
Trolley wire	12,913 ft., 2,138 mi.		1 0	1891	67.34	630.15	316.06	191.30	438.85
	488 ft., .092 mi.		1 0	1897	55.77	23.81	13.07	5.99	17.82
	776 ft., .147 mi.		1 0	1905	18.87	37.86	20.79	3.22	34.64
	200 ft., .038 mi. Bronze		5 16	1905	15.	14.40	5.31	1.35	13.05
	112 ft., .021 mi.		1 0	1897	36.29	5.46	3.00	.89	4.57
	282 ft., .053 mi.		1 0	1894	67.34	13.76	7.55	4.18	9.58
	560 ft., .106 mi.		2 0	1907	6.4	34.44	18.36	1.02	33.42
	506 ft., .096 mi.		1 0	1891	67.34	24.69	13.56	7.49	17.20
Equipment.....	2	Class A-0		45.		9.56		4.30	5.25
	23	Class A-2		45.		100.28		45.12	55.16
	34	Class A-3		45.		165.84		74.62	91.22
	Special No. 1			20.		1,375.58	138.44	217.43	1,128.15
	Special No. 2			45.		14.92	1.24	6.15	8.77
	Special No. 3			45.		35.76	3.04	14.72	21.04
Additional:									
Hangers.....	25	Barn.....		45.		10.80		4.86	5.94
Ears.....	13	Splicing		45.		6.50	2.60	1.75	4.75
Y's.....	1			45.		3.25	.70	1.14	2.11
Trolley Trough.....	120 ft.			1907	10.	60.00		6.00	54.00
	150 ft.			1904	40.	75.00		30.00	45.00
Labor on Trolley 2,138 mi. @ \$25.00 per mi.						53.15		35.99	17.46
	.092 mi. @ \$25.00 per mi.					2.45		1.36	1.09
Special No. 1				55.77		60.00		27.00	33.00
Special No. 2				45.		20.00		9.00	11.00
Special No. 3				45.		45.00		20.25	24.75
Total.....						\$4,140.26	\$735.95	\$1,370.97	\$2,769.29

STRAIGHT LINE DIVISION No. 2.

(Overhead Trolley Construction.)

Throop St. from Twenty-first St. to Archer Ave.

Material	Amount.	Kind.	Size.	When Installed.	Deprecia- tion, (%)	Cost New.	Scrap Value.	Depreciation.	Present Value.
Poles.....	6	Iron	28 ft. 4½-5-6 (in.)	1902	15.	\$ 178.20	\$ 15.60	\$ 24.39	\$ 153.81
	53	Cedar	30 ft.	1902	27.3	431.95	53.00	103.45	328.50
	6	Cedar	35 ft.	1902	27.3	56.40	6.00	13.75	42.65
Trolley wire.....	5,614 ft.	Copper #1 0		1897	33.88	283.72	155.81	13.33	240.39
	1,144 ft.	Copper #1 0		1905	10.17	55.82	30.66	2.55	53.27
	472 ft.	Copper #1 0		1905	10.17	23.03	12.64	1.05	21.98
	264 ft.	.05 mi. Bronze	3 16 in.		15.	19.00	7.04	1.79	17.21
Equipment.....	3	Class A-0			45.	14.34		6.45	7.89
	13	Class A-1			45.	68.05		30.96	37.09
	15	Class A-2			45.	65.40		29.43	35.97
Special No. 4					20.	1,738.41	151.20	317.30	1,421.11
Additional:									
Hangers.....	24	Barn			45.	10.80		4.86	5.94
Ears.....	24		12 in.		45.	10.80		4.86	5.94
Trolley Trough.....	280 ft.				33.58	140.00		47.43	92.57
Labor on Trolley.....	1.01 mi. @ \$25.00 per mi.				33.88	27.52		9.32	18.20
	.217 mi. @ 25.00 per mi.				10.17	5.12		.55	4.57
Special No. 1					45.	40.00	18.00		22.00
Total						\$3,168.86	\$431.95	\$659.47	\$2,509.39

STRAIGHT LINE DIVISION No. 3.

(Overhead Trolley Construction.)

Ashland Ave. from Twenty-second St. to Archer Ave.

Material.	Amount	Kind.	Size.	When Installed.	Deprecia- tion, (%)	Cost New.	Scrap Value.	Depreciat- ed.	Present Value.
Poles.	73	Cedar	30 ft.	1900	36.4	\$ 594.95	\$ 73.00	\$ 189.98	\$ 404.97
	2	Cedar	40 ft.	1900	36.4	21.60	9.20	4.51	17.09
Eye bolts.	4				45.	.40		.18	.22
Anchors.	4				36.4	20.00		7.28	12.72
Trolley wire 8,339 ft. 1,579 mi.		Copper #2 0		1907	6.4	512.78	273.51	15.31	497.47
450 ft. .085 mi.		Copper #2 0		1907	6.4	29.56	14.76	.95	28.61
372 ft. .07 mi.		Bronze 3 16 in.			15.	26.78	9.93	2.52	24.26
Equipment.	34	Class A-4			45.	136.68		61.50	75.18
	6	Class A-5			45.	54.96	17.76	16.74	38.22
Special No. 5					20.	1,740.90	151.30	317.92	1,422.98
Insulators.	1	Brooklyn Double			45.	.80		.36	.44
	1	Globe			45.	1.00		.45	.55
Additional:									
Hangers.	48	Barn			45.	21.60		9.72	11.88
Ears.	24		12 in.		45.	10.80	3.36	3.34	7.36
	24		9 in.		45.	8.40	2.40	2.70	5.70
Strand wire.	125 ft.	Galv.	5 16 in.		45.	.87		.39	.49
Trolley Trough.	540 ft.				10.	270.00		27.00	243.00
Labor on trolley.	1,579 mi. @	\$25.00 per mi.			6.4	39.47		2.52	36.95
Special No. 5					45.	45.00		20.25	24.75

Total.

\$3,536.55 \$555.22 \$683.72 \$2,852.83

STRAIGHT LINE DIVISION No. 4.

(Overhead Trolley Construction.)

Twenty-second St. from Ashland Ave. to Rockwell St.

Material.	Amount.	Kind.	Size.	When Installed.	Deprecia- tion, (%)	Cost New.	Scrap Value.	Depreciation.	Present Value.
Poles.....	108	Iron	28 ft. 4½-5-6 (in.)	1905	7½	\$3,207.60	\$280.80	\$219.51	\$2,988.09
	10	Iron	30 ft. 4 latticed	1893	50	716.00	40.00	338.00	378.00
	10	Iron	30 ft. 2 latticed	1893	50	431.00	22.00	204.50	226.50
	5	Cedar	30 ft.	1893	68.2	40.75	5.00	24.38	16.37
	9	Cedar	35 ft.	1893	68.2	84.60	9.00	51.55	33.05
	1	Cedar	45 ft.	1893	68.2	12.25	5.75	4.43	7.82
Trolley wire 10,450 ft. 1,979 mi.		Copper #1 0		1894	67.34	509.96	280.06	154.81	355.15
2,654 ft. 503 mi.		Copper #1 0		1894	67.34	129.51	71.12	39.31	90.20
Equipment.....	21	Class A-0			45	100.38		45.17	55.21
	28	Class A-1			45	146.44		65.90	80.54
	7	Class A-2			45	30.52		13.73	16.79
	10	Class A-3			45	48.50		21.87	26.63
Additional:									
Insulators.....	1	Brooklyn Double			45	.80		.36	.44
Pins.....	5	Splicing			67.34	2.50	1.00	1.01	1.49
Labor on trolley.....	1,979 mi. @	\$25.00 per mi.			67.34	49.47		33.31	16.16
	503 mi. @	25.00 per mi.			45	12.47		5.61	6.86

\$5,522.85 \$714.73 \$1,233.44 \$4,299.40

STRAIGHT LINE DIVISION NO. 5.

(Overhead Trolley Construction.)

Rockwell St. from Twenty-second St. to Twenty-fifth St. Twenty-fifth St. from Rockwell St. to Kedzie Ave.

Material.	Amount	Kind.	Size.	When Installed.	De- preciation, (%)	Cost New.	Scrap Value.	Depreciation.	Present Value.
Poles.....	117	Cedar	30 ft.	1896	54.5	\$953.55	\$117.00	\$455.91	\$497.64
Stubs.....	3	Cedar		1896	54.5	9.00		4.90	4.10
Trolley wire 3,977 ft.....	751 mi.		1 0	1894	25	195.08	107.13	21.99	173.09
235 ft.....	1044 mi.		1 0	1894	25	11.46	6.30	1.25	10.21
400 ft.....	1076 mi		1 0	1907	81	19.52	10.72	.42	19.10
Equipment.....	42	Clare	3-0		45	134.81		61.34	73.47
Special No. 6					45	12.22	1.00	5.04	7.18
Special No. 7					45	37.67	4.70	14.83	22.84
Labor on trolley.....	1,514 mi. 60	\$25.00 per mi.			67.34	37.85		25.48	12.37
Special No. 6					45	17.50		7.87	9.63
Special No. 7					45	40.00		18.00	22.00

\$1,468 66 \$246 85 \$617 03 \$851 63

STRAIGHT LINE DIVISION NO. 6.

(Overhead Trolley Construction.)

Twenty-second St. from Rockwell St. to Kedzie Ave.

Material.	Amount.	Kind.	Size.	When Installed.	De- preciation, (%)	Cost New.	Scrap Value.	Depreciation.	Present Value.
Poles.....	32	Iron	28 ft. 4½-5-6 (in.)	1906	55.	\$ 950.40	\$ 83.20	\$ 43.36	\$ 907.04
	5	Iron	30 ft. 4 latticed	1893	50.	358.00	20.00	119.00	189.00
	3	Iron	30 ft. 4 latticed	1893	50.	86.20	4.40	30.90	55.30
	2	Cedar	30 ft.	1893	68.2	16.30	2.00	9.75	6.55
Stubs.....	1	Cedar		1893	68.2	3.00		2.04	.96
Trolley wire 7,766 ft. 1.47 mi. Copper #1 0				1894	67.34	378.98	208.12	115.05	263.93
948 ft. .179 mi. Copper #1 0				1894	67.34	46.26	25.40	14.04	32.22
Equipment.....	9	Class A-0			45.	13.02		19.35	23.67
	5	Class A-1			45.	26.15		11.76	14.39
	3	Class A-2			45.	13.08		5.88	7.20
	1	Class A-7			45.	9.26	2.94	2.84	6.42
Special No. 8					45.	12.68	5.70	16.61	26.04
Additional:									
Insulators.....	2	Section			67.34	7.00	1.20	3.23	3.77
Pins.....	2	Feed			67.34	1.00	.40	.40	.60
Labor on trolley wire 1.47 mi. @ \$25.00 per mi.					67.34	36.75		24.74	12.01
Special No. 8					45.	30.00		13.50	16.50
Total.....						\$2,048.08	\$353.36	\$482.48	\$1,565.60

STRAIGHT LINE DIVISION No. 7.

(Overhead Trolley Construction.)

Kedzie Ave. from Twenty-second St. to Thirty-first St.

Material.	Amount	Kind.	Size.	When Installed.	Depreciation, (%)	Cost New.	Scrap Value.	Depreciation.	Present Value.
Poles.	.63	Cedar	30 ft.	1894	63.6	\$ 513.45	\$ 63.00	\$ 286.48	\$ 226.97
	23	Cedar	35 ft.	1894	63.6	216.20	23.00	122.87	93.33
	27	Cedar	40 ft.	1894	63.6	291.60	124.00	106.46	185.14
Stubs.	3	Cedar		1894	63.6	9.00		5.72	3.28
Trolley wire 3,424 ft.			Copper #1 0	1907	3.39	167.09	91.76	2.53	164.56
	6,558 ft.		Copper #1 0		25.	320.03	175.75	36.07	283.96
	6,760 ft.		Copper #1 0		25.	329.88	181.16	37.18	292.70
Equipment	.10		Class A-2		45.	43.60		19.62	23.98
	.33		Class A-3		45.	160.38		72.17	88.21
Additional:		Special No. 9			45.	388.23	24.22	163.80	224.43
Strand wire	375		Galv. 5 16 in.		45.	2.62		1.17	1.45
Labor on trolley . . .	648 mi.	at \$25.00 per mi.			3.39	13.70		.46	13.24
	1,242 mi.	at \$25.00 per mi.			25.	31.05		7.76	23.29
Special No. 9					45.	335.00		150.75	184.25
Total						\$2,821.83	\$683.09	\$1,013.04	\$1,808.79

STRAIGHT LINE DIVISION No. 8.

(Overhead Trolley Construction.)

Twenty-fifth St. from Kedzie Ave. to Lawndale Ave.
Lawndale Ave. from Twenty-fifth St. to Thirty-fifth St.

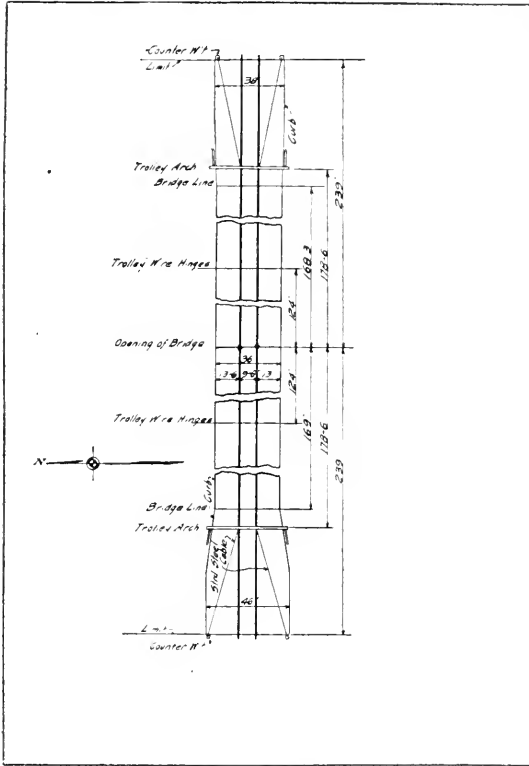
Material.	Amount.	Kind	Size.	When Installed	De- preciation, (%)	Cost New.	Scrap Value.	Depreciation.	Present Value.
Poles.	149	Cedar	30 ft.	1896	54.5	\$1,214.35	\$149.00	\$580.61	\$ 633.74
Stubs.	4	Cedar		1896	54.5	12.00		6.54	5.46
Trolley wire 13,000 ft.	2,462 mi.	Copper	1 0	1907	4.81	634.40	384.40	13.75	620.65
180 ft.	.091 mi.	Copper	1 0	1907	4.81	23.42	12.86	.50	22.92
Equipment	27	Class A-2			45.	117.72		52.97	64.75
	63	Class A-3			45.	306.18		137.78	168.40
Additional:		Special No. 10			45.	22.22	2.40	8.91	13.31
Earth.	14	Splicing			4.81	7.00		.33	6.67
Strand wire.	575	Galv. 5 16			45.	6.15		2.76	3.39
Labor on trolley.	2,462 mi.	@ \$25.00 per mi.			4.81	61.50		2.95	58.55
		Special No. 10			45.	20.00		9.00	11.00
Total						\$2,424.94	\$548.66	\$816.10	\$1,608.84

STRAIGHT LINE DIVISION No. 9.

(Overhead Trolley Construction.)

Twenty-second St. from Kedzie Ave. to Fortieth Ave.

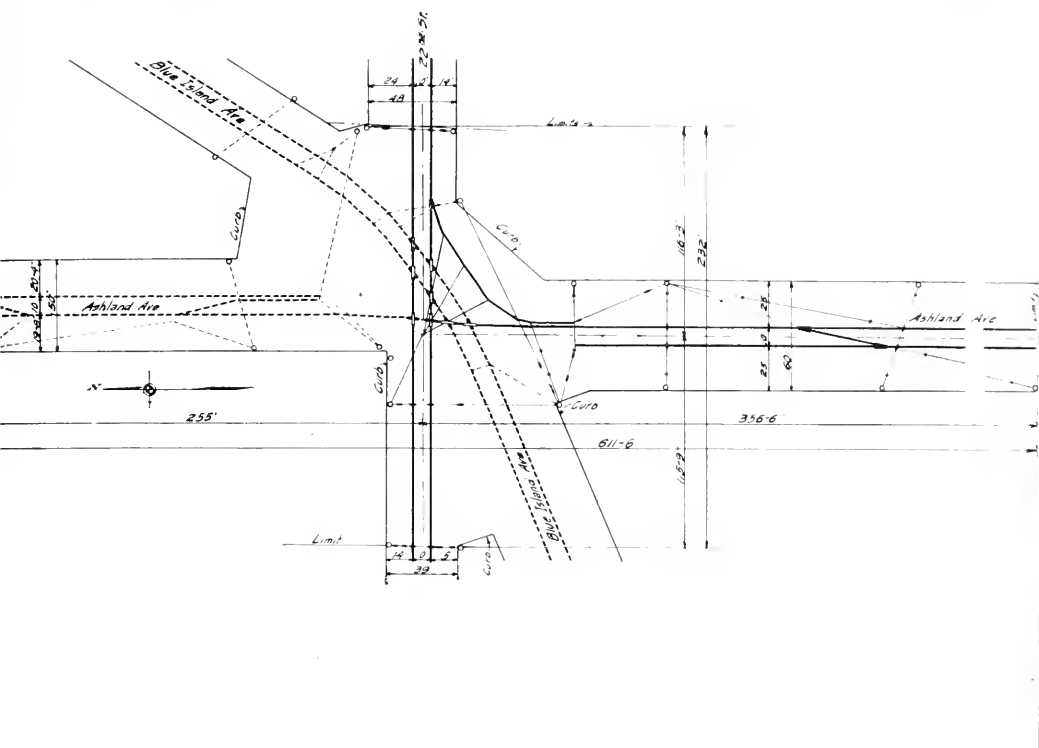
Material.	Amount.	Kind.	Size.	When Installed.	De- preciation, (%)	Cost Now.	Scrap Value, %	Depreciation.	Present Value.
Poles.....	39	Cedar	30 ft.	1893	68.2	\$ 317.85	39.00	\$190.17	127.68
	22	Iron	28 ft. 4½-5-6 (in.)	1896	30.	653.40	57.20	178.86	474.54
	12	Iron	30 ft. 5-6-7 (in.)	1896	30.	468.00	45.00	126.90	341.00
	1	Iron	30 ft. 5-6-7 (in.)	1896	30.	39.00	3.75	10.57	28.43
Trolley wire 2,656 ft.	.503 mi.	Copper	1 0	1895	62.53	129.61	71.18	36.53	93.08
5,432 ft.	.029 mi.	Copper	1 0	1895	54.99	265.08	145.58	65.71	199.37
1,660 ft.	.314 mi.	Copper	1 0	1895	54.99	81.00	44.48	20.08	60.92
1,080 ft.	.204 mi.		1 0	1895	54.99	52.70	28.94	13.06	39.64
Equipment.....	22	Class A-1			45.	115.06		51.77	63.29
	15	Class A-2			45.	65.40		29.43	35.97
	8	Class A-3			45.	38.88		17.49	21.39
		Special No. 11			45.	162.45	8.20	69.41	93.04
		Special No. 12			45.	70.61	8.80	27.81	42.80
Additional:									
Insulators.....	2	Section			62.53	7.00		4.37	2.63
Pins.....	11	Splicing			62.53	7.00		4.37	2.63
Labor on trolley.....	.503 mi. @	\$25.00 per mi.			62.53	12.57		7.86	4.71
	1,029 mi. @	25.00 per mi.			54.99	25.72		11.14	11.58
		Special No. 11			45.	90.00		40.50	49.50
		Special No. 12			45.	35.00		15.75	19.25
Total.....						\$2,636.33	\$412.13	\$924.78	\$1,711.55

**SPECIAL LAYOUT No. 1.**

(Overhead Trolley Construction.)

Twenty-second St. Bridge.

Material.	Amount	Unit Cost.	Total Cost.	Scrap Value.
Eye bolts,	4	\$ 0.10	\$ 0.40	
Wood strains,	14	.20	2.80	
Straight line hangers,	4	.45	1.80	
Barn hangers,	102	.45	49.90	
Ears, 9 in.,	30	.35	10.50	\$ 3.00
Ears, 12 in.,	32	.45	14.40	4.48
Splicing ears,	2	.50	1.00	.40
Galv. strand wire, 5 16 in.,	90 ft.	.007	.63	
Galv. strand wire, 3 in.,	300 ft.	.0085	2.55	
Iron pipe conduit, 2 1/2 in. diam	40 ft.	.15	6.00	
Trolley arches,	2	208.60	417.20	23.00
Special wt. poles,	4	80.00	320.00	17.20
Cast iron weights,	4	20.60	82.40	20.60
Special trolley bridge attachments,			248.00	69.76
Trolley trough,	496 ft.	.50	248.00	
Total,			\$1,375.58	\$138.44

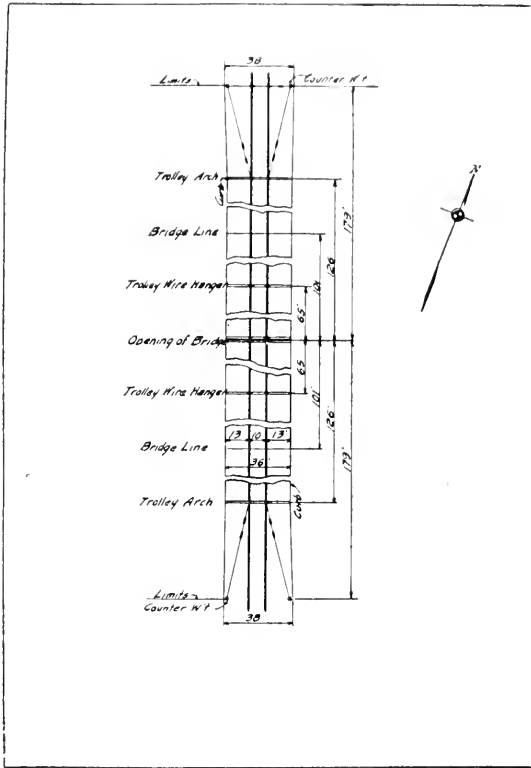


SPECIAL LAYOUT No. 3.

(Overhead Trolley Construction.)

Ashland Ave. and Twenty second St.

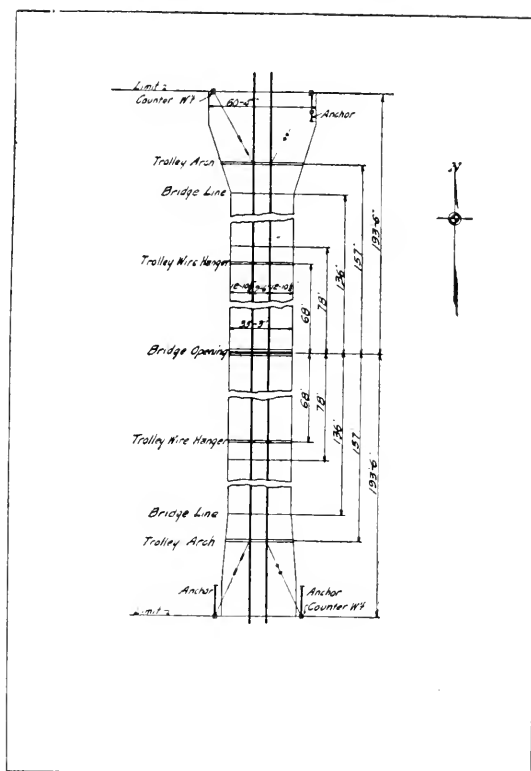
Material.	Amount.	Unit Cost.	Total Cost.	Scrap Value.
Pole collars	6	\$0.10	\$ 0.60	
Eye bolts	6	.10	.60	
Wood strains	19	.20	3.80	
Globe strains	9	.25	2.25	
Brooklyn strains	10	.50	5.00	
Straight line hangers	19	.45	8.55	
Single curve hangers	4	.45	1.80	
Double curve hangers	1	.50	.50	
Ears, 9 in.	19	.35	6.65	\$1.90
Ears, 12 in.	2	.45	.90	.24
Splicing ear	1	.50	.50	.20
Galv. strand wire, $\frac{3}{8}$ in.	160	.0085	1.36	
Left hand Y	1	3.25	3.25	.70
Total			\$35.76	\$3.04

**SPECIAL LAYOUT No. 4.**

(Overhead Trolley Construction.)

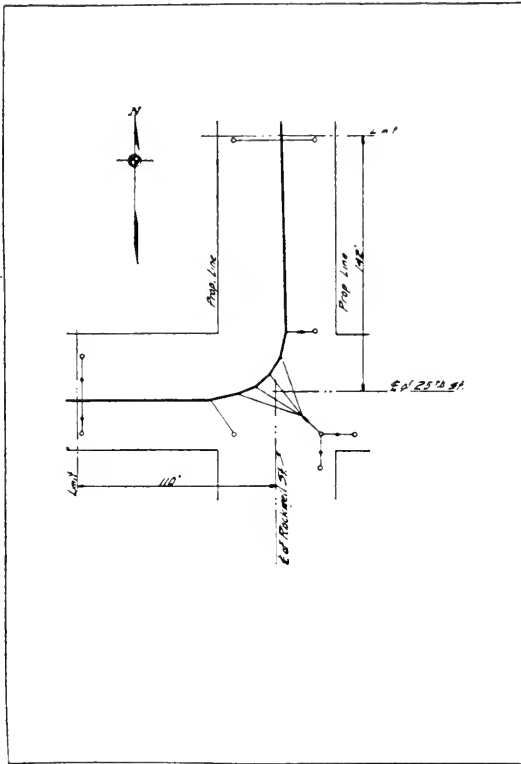
Throop St. Bridge.

Material.	Amount.	Unit Cost.	Total Cost.	Scrap Value.
Eye bolts.	8	\$ 0.10	\$ 0.80	
Wood strains.	8	.20	1.60	
Globe strains.	20	.25	5.00	
Straight line hangers.	2	.45	.90	
Barn hangers.	37	.45	12.15	
Ears, 9 in.	2	.35	.70	\$ 0.20
Splicing ears.	4	.50	2.00	.80
Feed ear.	1	.50	.50	.20
Galv. strand wire, 5 16 in. 50 ft.		.007	.35	
Galv. strand wire, 3 in. 460 ft.		.0085	4.81	
Trolley arches.	2	208.60	417.20	23.00
Trolley arches on bridge.	4	185.00	740.00	41.20
Special wt. poles.	4	80.00	320.00	17.20
Cast iron weights.	4	20.60	82.40	20.60
Special trolley bridge attachments.			150.00	48.00
Total.			\$1,738.41	\$151.20



SPECIAL LAYOUT No. 5.
(Overhead Trolley Construction.)
Ashland Ave. Bridge.

Material.	Amount.	Unit Cost.	Total Cost.	Scrap Value.
Eye bolts.	4	\$ 0.10	\$ 0.40	
Wood strains.	4	.20	.80	
Globe strains.	27	.25	6.75	
Brooklyn strains.	5	.50	2.50	
Barn hangers.	38	.45	17.10	
Ears, 9 in.	5	.35	1.75	\$ 0.50
Feed ears.	4	.50	2.00	.80
Trolley arches.	2	208.60	417.20	23.00
Trolley arches, on bridge.	1	185.00	740.00	41.20
Special wt. poles.	4	80.00	320.00	17.20
Cast iron weights.	1	20.60	82.40	20.60
Special trolley bridge attachments.			150.00	48.00
Total.			\$1,740.90	\$151.30

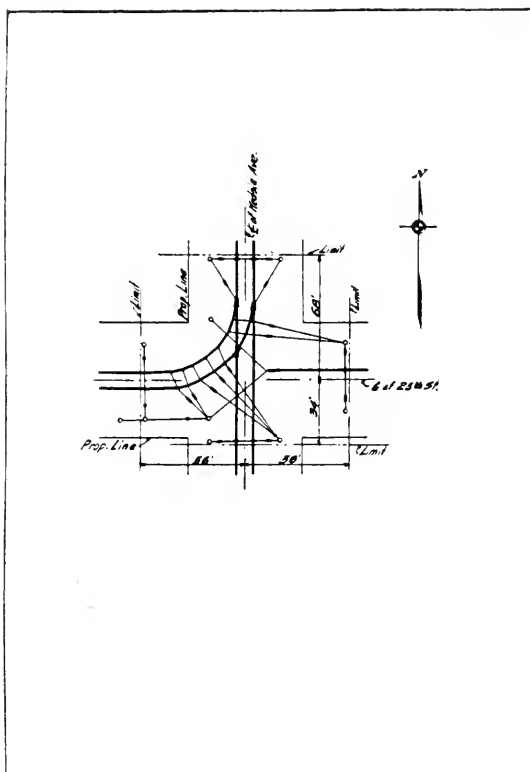


SPECIAL LAYOUT No. 6.

(Overhead Trolley Construction.)

Rockwell St. and Twenty-fifth St.

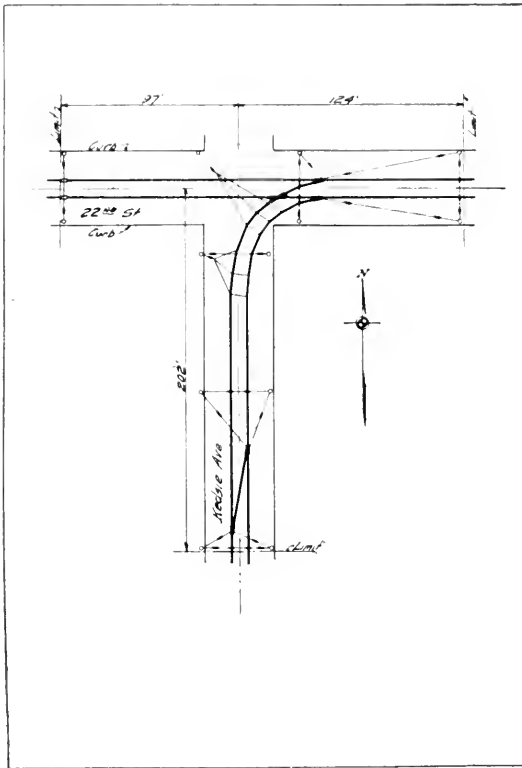
Material.	Amount.	Unit Cost.	Total Cost.	Scrap Value.
Eye bolts.....	3	\$0.10	\$ 0.30	
Wood strains.....	2	.20	.40	
Globe strains.....	2	.25	.50	
Brooklyn strains.....	4	.50	2.00	
Straight line hangers.....	2	.45	.90	
Single curve hangers.....	2	.45	.90	
Double curve hangers.....	4	.50	2.00	
Ears, 9 in.....	6	.35	2.10	\$0.60
Strain ears.....	2	.50	1.00	
Galv. strand wire, 5 16 in. .303 ft.		.007	2.12	.40
Total.....			\$12.22	\$1.00

**SPECIAL LAYOUT No. 7.**

(Overhead Trolley Construction.)

Kedzie Ave. and Twenty-fifth St.

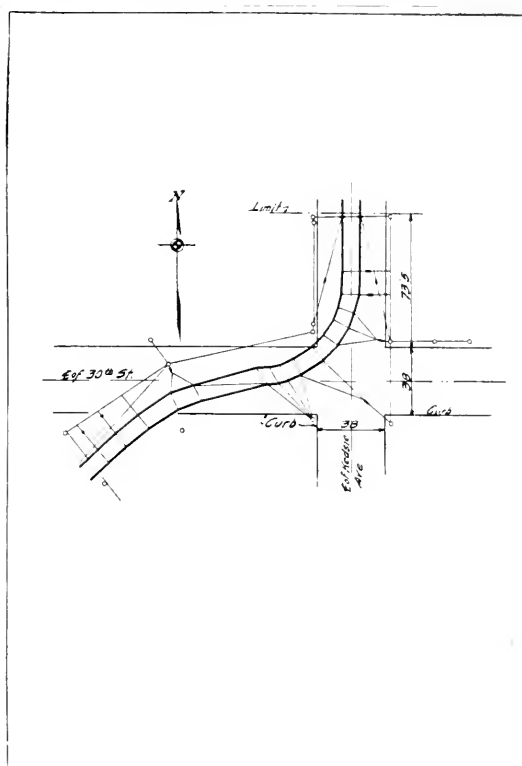
Material.	Amount.	Unit Cost.	Total Cost.	Scrap Value.
Eye bolts.....	4	\$0.10	\$ 0.40	
Wood strains.....	16	.20	3.20	
Globe strains.....	2	.25	.50	
Brooklyn strains.....	3	.50	1.50	
Straight line hangers.....	7	.45	3.15	
Single curve hangers.....	7	.45	3.15	
Double curve hangers.....	7	.50	3.50	
Ears, 9 in.....	18	.35	6.30	\$1.80
Splicing ears.....	3	.50	1.50	.60
Feeder ear.....	1	.50	.50	.20
Trolley frog.....	1	3.25	3.25	.70
Trolley Y's.....	2	3.25	6.50	1.40
Rings.....	3	.10	.30	
Galv. strand wire, 5 16 in. .560 ft.		.007	3.92	
Total.....			\$37.67	\$4.70

**SPECIAL LAYOUT No. 8.**

(Overhead Trolley Construction.)

Kedzie Ave. and Twenty-second St.

Material.	Amount.	Unit. Cost.	Total Cost.	Scrap Value.
Pole collars.....	5	\$0.10	\$ 0.50	
Wood strains.....	21	.20	4.20	
Globe strains.....	5	.25	1.25	
Straight line hangers.....	14	.45	6.30	
Single curve hangers.....	6	.45	2.75	
Double curve hangers.....	5	.50	2.50	
Ears, 9 in.....	22	.35	7.70	\$2.20
Splicing ears.....	5	.50	2.50	1.00
Feeder ears.....	2	.50	1.00	.40
Trolley frogs.....	1	3.25	3.25	.70
Right hand trolley Y's.....	2	3.25	6.50	1.40
Galy. strand wire, 5-16 in., 605 ft.		.007	4.23	
Total.....			\$42.68	\$5.70



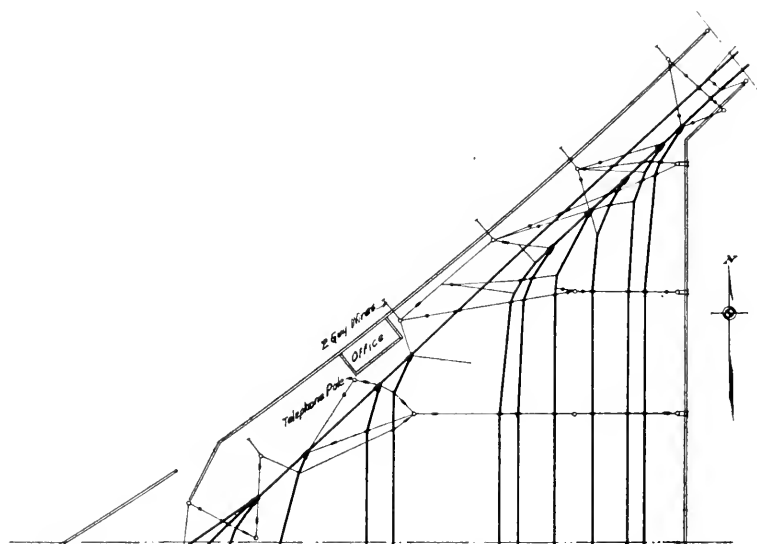
LAYOUT No. 9A.

SPECIAL LAYOUTS No. 9 A, B & C.

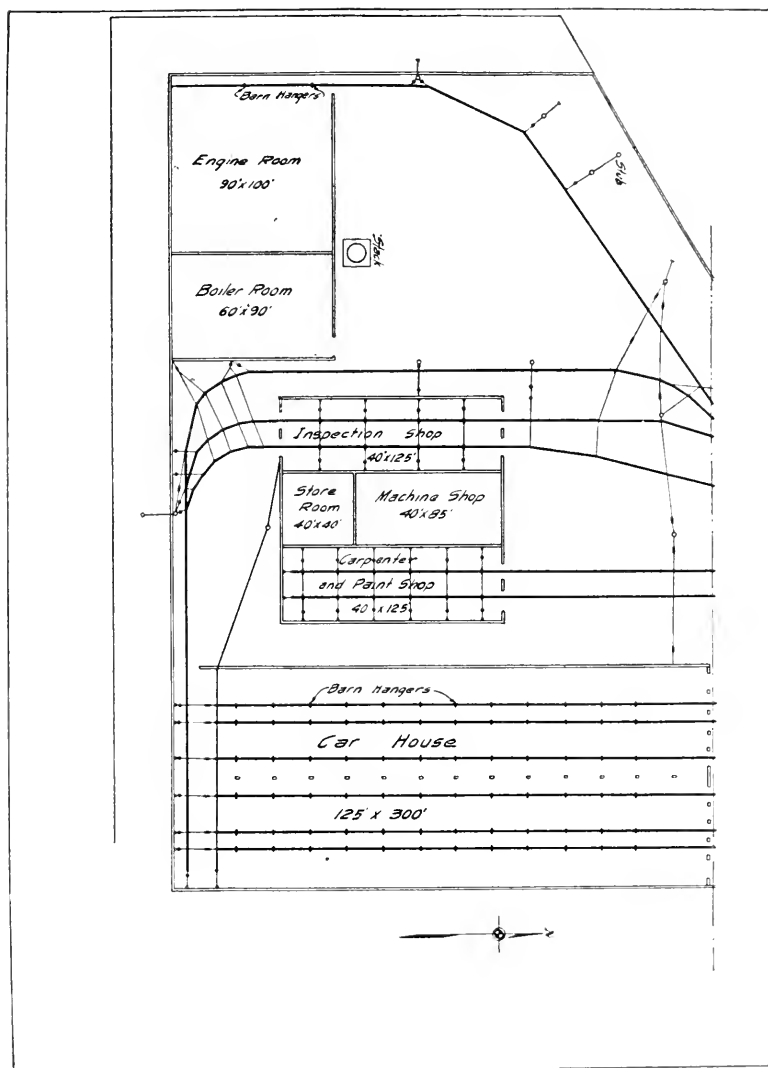
(Overhead Trolley Construction.)

Kedzie Ave. and Thirtieth St.; and Yards and Barns.

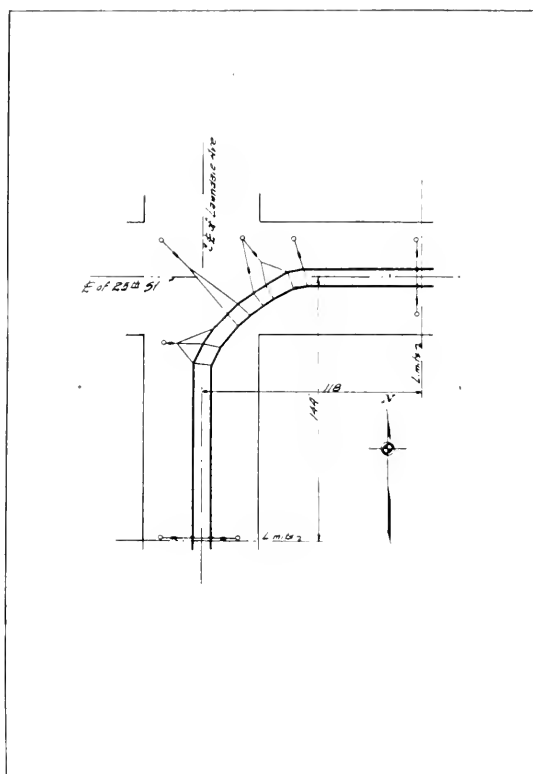
Material.	Amount	Unit Cost.	Total Cost.	Scrap Value.
Eye bolts.....	10	\$0.25	\$ 2.50	
Wood strains.....	60	.20	12.00	
Globe strains.....	69	.25	17.25	
Single curve hangers.....	24	.45	10.80	
Double curve hangers.....	90	.50	45.00	
Barn hangers.....	105	.45	47.25	
Ears, 6 in.....	52	.20	10.40	\$ 3.64
Ears, 9 in.....	76	.35	26.60	7.60
Ears, 12 in.....	79	.45	35.55	9.48
Splicing ears.....	11	.50	5.50	2.20
Strain ears.....	2	.50	1.00	.40
Left hand trolley Y's.....	7	3.25	22.75	4.90
Anchor.....	9	5.00	45.00	
Wood supports, 4 in. x 6 in. x 36 in.....	84	.50	42.00	
Wood supports, 2 in. x 12 in. x 48 in.....	6	.75	4.50	
Galv. strand wire.....	8,590 ft.	.007	60.13	
Total.....			\$388.23	\$24.22



LAYOUT No. 9B.
(Overhead Special Work.)
Kedzie Ave. and 30th St.,
Barns and Yards.



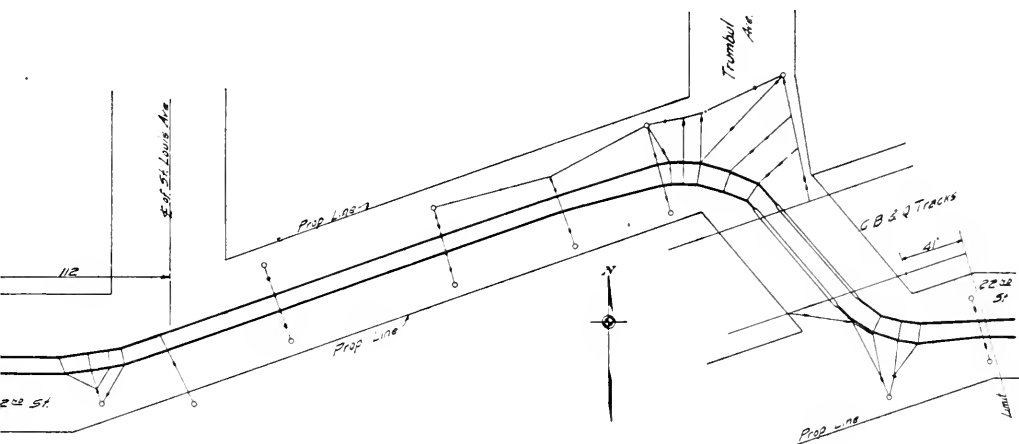
LAYOUT No. 9C.
 (Overhead Special Work.)
 Kedzie Ave. and 30th St.,
 Barns and Yards.

**SPECIAL LAYOUT No. 10.**

(Overhead Trolley Construction.)

Lawndale Ave. and Twenty-fifth St.

Material.	Amount.	Unit Cost.	Total Cost.	Scrap Value.
Wood strains.....	8	\$0.20	\$ 1.60	
Straight line hangers.....	4	.45	1.80	
Single curve hangers.....	9	.45	4.05	
Double curve hangers.....	8	.50	4.00	
Ears, 9 in.....	20	.35	7.00	\$2.00
Strain ear.....	1	.50	.50	.20
Splicing ear.....	1	.50	.50	.20
Galv. strand wire, 5-16 in., 395 ft.		.007	2.77	
Total.....			\$22.40	\$2.40

**SPECIAL LAYOUT No. 11.**

(Overhead Trolley Construction.)

St. Louis Ave. and Twenty-second St.

Material.	Amount.	Unit Cost.	Total Cost.	Scrap Value.
Pole collar.....	1	\$0.10	\$ 0.10	
Eye bolts.....	2	.10	.20	
Wood strains.....	24	.20	4.80	
Globe strains.....	10	.25	2.50	
Brooklyn strains.....	2	.50	1.00	
Straight line hangers.....	12	.45	5.40	
Single curve hangers.....	14	.45	6.30	
Double curve hangers.....	13	.50	6.50	
Ears, 9 in.....	36	.35	12.60	\$3.60
Splicing ears.....	3	.50	4.00	1.60
Splicing sleeve.....	1	.50	.50	.20
Trolley pans.....	4	3.25	13.00	2.80
Iron ring.....	1	.10	.10	
Channel iron, 4 in.....	135 ft.	.26	35.45	
Trolley trough.....	140 ft.	.50	70.00	
Total.....			\$162.45	\$8.20

SPECIAL LAYOUT No. 12.

(Overhead Trolley Construction.)

Fortieth Ave. and Twenty-second St.

Material.	Amount.	Unit Cost.	Total Cost.	Scrap Value.
Pole collars.....	16	\$0.10	\$ 1.60	
White strains.....	24	.20	4.80	
Globe strains.....	2	.25	.50	
Brooklyn strains.....	20	.50	10.00	
Straight line hangers.....	13	.45	5.85	
Single curve hangers.....	3	.45	1.35	
Double curve hangers.....	6	.50	3.00	
Ears, 9 in.....	19	.35	6.65	\$1.90
Feeder cars.....	3	.50	1.50	.60
Trolley frogs.....	6	3.25	19.50	4.20
Right hand trolley Y's.....	2	3.25	6.00	1.40
Left hand trolley Y.....	1	3.25	3.25	.70
Iron ring.....	1	.10	.10	
Galv. strand wire, 5-16 in....	1,088 ft.	.007	7.61	
Total.....			<u>\$70.61</u>	<u>\$8.80</u>

TROLLEY WIRE DETAILS.

Street.	Amount. (miles)	Average Headway. (min.)	Size Wire.	Deprecia- tion (yr. per yr.)	Length of Service. (yrs.)	Total Deprecia- tion. (%)	Cost New.	Scrap Value.	Total Deprecia- tion.	Present Value.
Twenty - second St. from Grove St. to Ashland Ave.	2.138 .092	10.6 10.	#1 0 #1 0	4.81 5.07	14 11	67.34 55.77	\$ 630.15 23.81	\$ 346.06 13.07	\$191.30 5.99	\$ 438.85 17.82
Twenty - second St. Bridge.	.147 .038	8. 15.	#1 0 5 16 in.	6.26 3.39	3 3	18.78 15.	37.86 14.40	20.79 5.34	3.22 1.35	34.64 13.05
Throop St. and Twen- ty-second St.	.021 .053	15. 10.6	#1 0 #1 0	3.39 4.81	11 14	36.29 67.34	5.46 13.76	3.00 7.55	.89 4.18	4.57 9.58
Ashland Ave. and Twenty-second St.	.106 .096	7. 10.6	#2 0 #1 0	6.4 4.81	1 14	6.4 67.34	34.44 24.69	18.36 13.56	1.02 7.49	33.42 17.20
Throop St. from Twenty-first St. to Archer Ave.	1.101 .217 .089	16.5 15. 15.	#1 0 #1 0 #1 0	3.08 3.39 3.39	11 3 3	33.88 10.17 10.17	283.72 55.82 23.03	155.81 30.66 12.64	43.33 2.55 1.05	240.39 53.27 21.98
Throop St. Bridge.	.05		5 16 in.			15.	19.00	7.04	1.79	17.21
Ashland Ave. from Twenty-second St. to Archer Ave.	1.579 .085	7. 7.	#2 0 #2 0	6.4 6.4	1 1	6.4 6.4	512.78 29.56	273.51 14.76	15.31 .95	497.47 28.61
Ashland Ave. Bridge.	.07		5 16 in.			15.	26.78	9.93	2.52	24.26
Twenty - second St. from Ashland Ave. to Rockwell St.	1.979 .503	10.6 10.6	#1 0 #1 0	4.81 4.81	14 14	67.34 67.34	509.96 129.51	280.06 71.12	154.81 39.31	355.15 90.20
Rockwell St. from Twenty-second St. to Twenty-fifth St. and Twenty - fifth St. from Rockwell St. to Kedzie Ave.	.877		#1 0			25.	195.08	107.13	21.98	173.09

TROLLEY WIRE DETAILS—Continued.

ELECTRIC POWER DISTRIBUTION SYSTEM.

109

Street.	Amount. (miles.)	Average Headway. (min.)	Size Wire.	Deprecia- tion (%) per Yr.	Length of Service. (Yrs.)	Total Deprecia- tion. (%)	Cost New.	Scrap Value.	Total Deprecia- tion.	Present Value.
Rockwell St. and Twenty-fifth St. . . .	.044		1 0	4 81	1	25.	\$ 11.46	\$ 6.30	\$ 1.25	\$ 10.21
Kedzie Ave. and Twenty-fifth St. . . .	.076	15.	1 0	4 81	1	4.81	19.52	10.72	.42	19.10
Twenty-second St. from Rockwell St. . . .	1.47	10.6	1 0	4 81	14	67.34	378.98	208.12	115.05	263.93
Kedzie Ave. and Twenty-second St. . . .	.179	10.6	1 0	4 81	14	67.34	46.26	25.40	14.04	32.22
Kedzie Ave. from Twenty-second St. . . .	.648	15.	1 0	3.39	1	3.39	167.09	91.76	2.53	164.56
to Thirty-first St. . . .	1.242		1 0			25.	320.03	175.75	36.07	283.96
Thirty-first and Ke- dzie Aves. and Barn- ard Yard.	1.28		1 0			25.	329.88	181.16	37.18	292.70
Twenty-fifth St. from Kedzie Ave. to Lawndale Ave. and Lawndale Ave. from Twenty-fifth St. . . .	2.462	15.	1 0	4 81	1	1.81	634.40	348.40	13.75	620.65
Thirty-fifth St. . . .										
Lawndale Ave. and Twenty-fifth St. . . .	.091	15.	1 0	4 81	1	1.81	23.42	12.86	.50	22.92
Twenty-second St. from Kedzie Ave. to Fortieth Ave. . . .	.503	10.6	1 0	4 81	13	62.53	129.61	71.18	36.53	93.08
Fortieth Ave. . . .	1.029	12.	1 0	4 23	13	54.99	265.08	145.58	65.71	199.37
St. Louis Ave. and Twenty-second St. Fortieth Ave. and Twenty-second St.	2.01	12.	1 0	4 23	13	54.99	52.70	28.94	13.06	39.64
	.344	12.	1 0	4 23	13	54.99	81.00	44.48	20.08	60.92
Total							\$5,029.23	\$2,741.04	\$855.22	\$4,172.02

SECTION B.
FEEDER SYSTEM.
Summary.

Material.	Amount.	Cost New.	Present Value.
Feeder copper.....	57,612 ft.	\$11,050.93	\$10,508.48
Feeder special work.....		309.38	263.86
Feeder attachments.....	632 ft.	192.82	118.37
Labor on 10.89 miles @ \$40.00 per mile.....		435.60	413.82
Total.....		\$11,988.75	\$11,304.53
Organization, engineering, and incidentals, 15%.....		1,798.30	1,695.68
Grand total.....		\$13,787.03	\$13,000.21

FEEDER DETAILS.

Location.	Amount. (miles)	Size.	Kind.	When Installed.	Deprecia- tion, (%)	Cost New.	Scrap Value.	Total Deprecia- tion.	Present Value.
Dearborn St. from Twenty-second St. to Power Plant (be- tween Twenty-first St. and Twentieth St.).....	.114	500M	W.P.	1907	1½	\$ 174.83	\$ 94.23	\$ 1.20	\$ 173.63
Twenty-second St. from Dearborn St. to Grove St.....	.589	#4 0	W.P.	1901	10½	342.41	203.08	14.62	327.79
	.468	#4 0	W.P.	1901	10½	272.27	161.08	11.67	260.60
	.837	500M	W.P.	1901	10½	1,300.21	687.93	64.28	1,235.93
Twenty-second St. from Grove St. to Ashland Ave.....	.085	500M	Sub-marine	1908	1½	243.00	29.38	3.20	239.80
	.061	#4 0	Sub-marine	1906	6	175.50	21.22	9.15	166.35
	.085	#4 0	Armored Sub-marine	1908		243.00	29.78		243.00
Throop St. from Twenty-first St. to Archer Ave.....	.440	#4 0	W.P.	1902	9	255.98	151.82	9.37	246.61
	.089	#4 0	Sub-marine	1902	18	280.00	33.95	44.28	235.72
Twenty-second St. from Ashland Ave. to Rockwell St.....	.676	#4 0	W.P.	1894	15	393.27	233.25	24.00	369.27
	1.262	500M	W.P.	1901	10½	1,959.43	1,036.71	96.73	1,862.70
	.365	#2 0	W.P.	1894	15	137.99	79.32	8.80	129.19
Ashland Ave. from Twenty-second St. to Archer Ave.....	.571	350M	W.P.	1905	4½	629.23	328.33	13.54	615.69
	.095	350M	Sub-marine	1907	3	411.64	54.66	11.71	399.93

FEEDER DETAILS—Continued.

Location.	Amount, (cables)	Size.	K n L.	When Installed.	Deeper than (%)	Cost New.	Scrap Value.	Total Deprecia- tion.	Present Value.
Twenty-second St. from Rockwell St. to Kedzie Ave.	.758	#4 0	W.P.	1894	15	441.17	261.65	26.92	414.25
	.758	No. 14	W.P.	1907	3½	12.02	4.00	.28	11.74
Rockwell St. from Twenty-second St. to Twenty-fifth St. Twenty-fifth St. from Rockwell St. to Kedzie Ave.	.375	500M	W.P.	1901	10½	583.39	308.66	28.84	554.55
	.769	500M	W.P.	1901	10½	1,194.40	631.95	59.05	1,135.35
	.094	No. 6	W.P.	1900	15	7.55	4.00	.53	7.02
	.028	No. 6	Lead	1900	24	33.00	3.00	7.20	25.80
Twenty-second St. from Kedzie Ave. to Fortieth Ave.			Covered Duplex						
	.484	#4 0	W.P.	1894	15	281.63	167.03	17.19	261.44
	.484	#2 0	W.P.	1894	15	182.89	105.13	11.66	171.23
	.484	500M	W.P.	1901	10½	751.79	397.76	36.17	715.62
Kedzie Ave. and Thir- ty-first St. and Yards and Barn.	.556	#4 0	W.P.	1894	15	323.36	191.78	19.73	303.63
	.224	#2 0	W.P.	1894	15	84.72	48.70	5.40	79.32
	.224	500M	W.P.	1901	10½	348.27	184.26	17.22	331.05
Total						\$11,050.93	\$5,448.65	\$542.45	\$10,508.48

FEEDER SPECIAL WORK.

Location.	Material.	Amount.	Kind.	Size.	When Installed.	Deprecia- tion (%)	Cost New.	Scrap Value.	Total Deprecia- tion.	Present Value.
Dearborn St. from Twenty-second St. to Twen- tieth St.	Tubes Wattmeter	1 1	Porcelain Recording	1½ in. 400 Amps.	1907 1907	6	\$ 0.25 78.75	\$ 1.50	\$ 4.62	\$ 0.25 74.13
Actual Cost.	Fuse Block	1		5 Amps.	1907		.35			.35
	Insulators	2	Brooklyn	Large	1907	5	6.58		.37	6.21
	Labor	100 hrs.			1907	5	30.05		1.50	28.55
Paid C.U.T. Co.	Eng'ng and Supt.	10%			1907	5	43.40		2.17	41.23
Twenty-second St. from Dearborn St. to Grove St.	Switch	1		400 Amps.	1907	.06	15.00	.50	.77	14.23
Twenty-second St. from Grove St. to Ashland Ave.	Switch	4		400 Amps.	1905	18	60.00	3.00	10.26	49.74
Throop St. from Twenty-first St. to Archer Ave., Ashland Ave. from Twenty-second St. to Archer Ave.	Switch	3		400 Amps.	1902	36	45.00	2.25	15.39	29.61
	Switch	2		100 Amps.	1902	36	30.00	1.00	10.44	19.56
Total.							\$309.38	11.25	\$45.52	\$263.86

EXHIBIT III.

ROLLING STOCK.

COMPRISING THE FOLLOWING DIVISIONS:

- A Passenger Car Bodies.**
- B Work Car Bodies and Trucks.**
- C Passenger Car Trucks.**
- D Motor Equipments.**
- E Miscellaneous Equipment.**

EXHIBIT III.
ROLLING STOCK.

Summary.

	Cost New	Present Value
Passenger car bodies,	\$ 42,600.00	\$14,088.00
Work car bodies and trucks,	3,409.00	2,329.31
Trucks,	10,083.00	5,090.16
Motor equipments,	39,776.00	14,799.24
Miscellaneous equipments,	3,812.50	2,757.65
	\$ 99,680.50	\$39,064.36
Organization, engineering and incidentals,		
5%	4,984.03	1,953.22
Total	\$104,664.53	\$41,017.58

SECTION A.
PASSENGER CAR BODIES.
Summary.

No.	Group.	No. of cars.	Maker.	Age (years)	Years since Overhauled.	Depreciation. (%)	Unit Cost new.	Total Cost new.	Present Value.
No. 1		4	Pullman	15	8	80	\$1,100.00	\$ 4,400.00	\$ 880.00
No. 2		1	Pullman	15	8	80	1,000.00	1,000.00	200.00
No. 3		12	Pullman	13	4	72	1,300.00	15,600.00	4,368.00
No. 4		9	Pullman	13	4	60	2,400.00	21,600.00	8,640.00
Total								\$42,600.00	\$14,088.00

SECTION B.
WORK CAR BODIES AND TRUCKS.

Summary.

Description.	No. of cars.	Maker.	Age, (years)	Depreciation (%)	Unit Cost new.	Total cost new.	Present Value.
Snow sweeper and side plow.....	1	McGuire	12	50	\$1,248.00	\$1,248.00	\$ 624.00
Snow sweeper and side plow.....	1	McGuire	new	3	1,248.00	1,248.00	1,210.56
Street sprinkler with wood tank.....	1	McGuire	5	40	577.00	577.00	346.20
Snow plow, 15 ft. 10 in. long, rigid wheel base.....	1	Railway	7	45	191.00	191.00	105.05
Flat car.....	1		10	70	145.00	145.00	43.50
Total.....						\$3,409.00	\$2,329.31

SECTION C. PASSENGER CAR TRUCKS.

Summary.

Description.	No. of Trucks.	Maker.	Degree of Tonn.	*Unit Cost new.	Total Cost new.	Present Value.
Peckham, single; 7 ft. 6 in. wheel base; 33 in. c. i. wh.	11	Peckham	70.	\$303.00	\$ 3,333.00	\$ 999.90
Solid Steel Columbian, single; 8 ft. wheel base; 33 in. c. i. wh.	6	McGuire	26.	278.00	1,668.00	1,234.32
-39A, double; 4 ft. 4 in. wheel base; 24 in. c. i. wh.	9	McGuire	43.	538.00	4,842.00	2,759.94
Double; 4 ft. wheel base; 24 in. c. i. wh.	1	Brill	60.	120.00	240.00	96.00
Total					\$10,083.00	\$5,090.16

*Cost of truck complete, delivered to car builder.

SECTION D.
MOTOR EQUIPMENTS.
Summary.

Description.	No. of Equip-ments.	Maker.	Depreci-ation. (%)	*Unit Cost new.	Total Cost new.	Present Value.
Passenger cars—2 type 1200 motors, controller and lights.	17	G. E. Co.	70.	\$1,273.00	\$21,641.00	\$6,492.30
Passenger cars—2 type 1200 motors, controller and lights.	6	G. E. Co.	50.	1,295.00	7,770.00	3,885.00
Passenger cars—2 type 57 motors, controller and lights.	3	G. E. Co.	40.	1,708.00	5,124.00	3,074.40
Snow Sweepers—3 type 1200 motors, controller and lights.	2	G. E. Co.	82.	1,989.00	3,978.00	716.04
Street Sprinkler—2 type 1200 motors and controller	1	G. E. Co.	50.	1,263.00	1,263.00	631.50
Total.					\$39,776.00	\$14,799.24

*Cost of Equipment complete, delivered to car builder.

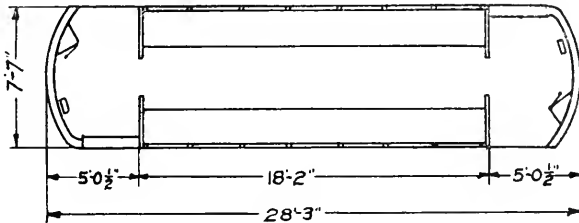
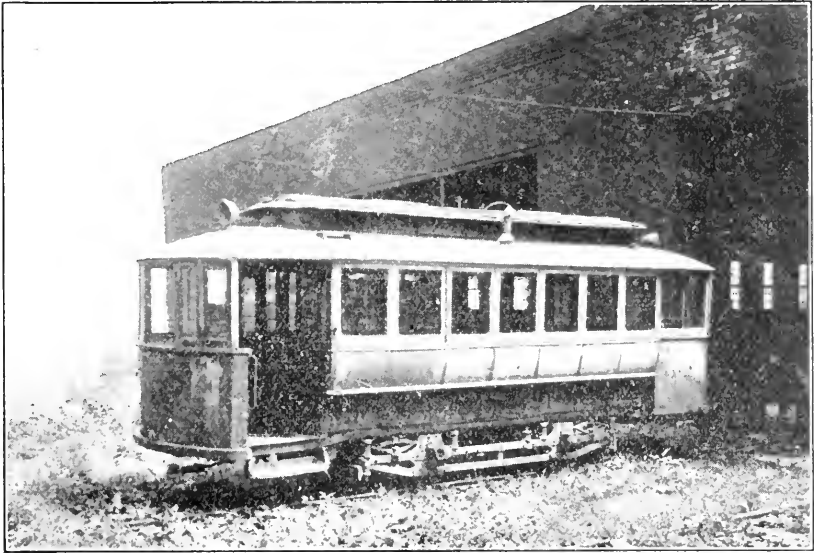
SECTION E.
MISCELLANEOUS EQUIPMENTS.

Description.	No. of Equipments.	Maker.	Depreciation (%)	*Unit Cost new.	Total cost to w.	Present Value.
Christensen AA1 air brake	9	Natl Brake and Elect. Co.	20	\$280.00	\$2,520.00	\$2,016.00
Iron case, vestibule headlights, electric incandescent . . .	30	Drexel	65	4.83	232.00	81.20
Brass case, vestibule headlights, electric incandescent . .	9					
International fare registers, Type R 7	24	Internat'l Reg Co.	30	24.50	514.50	360.15
Jewel car stoves	13					
Standard car stoves	5		45	24.00	546.00	300.30
McGuire car stove	8					
Total					\$3,812.50	\$2,757.65

*Cost of equipment complete, delivered to car builder.

SPECIFICATION FOR CLOSED PASSENGER MOTOR CAR. GROUP No. 1.

(4 Cars; Nos. 11, 12, 14 and 15.)



General Description:

Closed passenger body.
Single truck, 7 ft. 6 in. wheel base, 33 in. C. I. wheels.
Longitudinal seats, capacity 24.
Entrance; double door central.

General Dimension:

Length over bumpers, 28 ft. 3 in.
Length over body, 18 ft. 2 in.
Width over all, 7 ft. 7 in.
Height; floor to ceiling, 7 ft. 9 in.
Height; top of rail to top of trolley board, 11 ft. 4 in.

Framing:

Side sills, 4 in. x 4 in. Y. P. with sub-sill made of two plates
5 in. x 4 in. with $1\frac{3}{4}$ in. oak filler.
End sills, 4 in. x 4 in. angles Y. P. filler.
Corner posts, $2\frac{1}{2}$ in. x $3\frac{1}{2}$ in. ash.
Center posts, $1\frac{3}{4}$ in. x $2\frac{1}{2}$ in. ash.

Platforms:

Vestibule.
Length, 5 ft.
Width of opening, 3 ft. 5 in.
Bumpers; wood with iron bands.
Dash; steel.

Sheathing:

Sides; concave and convex.
 $\frac{1}{2}$ in. white wood panels.
Ends; white wood panels.

Roof :

Type; monitor.
Material; wood and canvas.
Carlines; ash.

Windows:

Type; sides, single drop sash; ends, single hinged.
Number and size; 14, 2 ft. $5\frac{1}{2}$ in. x 2 ft. 10 in.
Number and size; ends, 4, 2 ft. $7\frac{1}{2}$ in. x 1 ft. 5 in.
Monitor sash, 14 on sides, 2 on ends. Sash 7 in. x 2 ft. $5\frac{1}{2}$ in.

Doors:

Body; 2 double doors.
Opening, 2 ft. 8 in. x 6 ft. 2 in.
Vestibule; none.

Floor:

Single Y. P. with floor strips.

Interior Woodwork:

Oak; with oak veneered ceilings.

Seats:

Type; longitudinal.
Capacity, 24.
Kind of material; rattan.
Width of aisle, 3 ft. 2 in.

Lighting:

Type; electric.
Number of fixtures, 6.
Number of lamps, 10, 16 c. p. incandescent.

Curtains:

Material; cloth.
Fixtures; Davis Car Shade Co.

Fenders:

Number and material; 2, iron frame wood strips.

Steps:

Number, type and make; 2, single, Stanwood.

Signals:

Gongs; 2, 10 in.

Conductor's bells; 2, 4 in.

Trimmings:

Brass.

Sand Boxes:

Number and material; 2, wood.

Window Guards:

Side; none.

End; brass rods.

Signs:

None.

Hand Brakes:

Type; double and ratchet.

Track Scrapers:

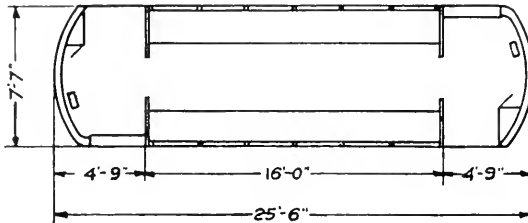
None.

Draw Bars:

Number and type; 2, radial steel, link and pin.

SPECIFICATION FOR CLOSED PASSENGER MOTOR CAR.**GROUP No. 2.**

(1 Car; No. 41.)

**General Description:**

Closed passenger body.

Single truck, 7 ft. 6 in. wheel base, 33 in. C. I. wheels.

Longitudinal seats, capacity 20.

Entrance; single door, center.

General Dimensions:

Length over bumpers, 25 ft. 6 in.

Length over body, 16 ft.

Width over all, 7 ft. 7 in.

Height; floor to ceiling, 7 ft.

Framing:

Side sills, 3 in. I beams.

End sills, 4 in. x 4 in. angles, wood filler.

Corner posts, 2½ in. x 3½ in., ash.

Center posts, 1½ in. x 2 in., ash.

Platforms:

Vestibule.

Length, 4 ft. 9 in.

Width of opening, 3 ft. 1 in.

Bumpers; wood with iron band.

Dash; steel.

Sheathing:

Side; concave and convex.

½ in. white wood panels.

End; white wood panels.

Roof:

Type; plain with no monitor.

Material; wood and canvas.

Carlines; ash.

Windows:

Type; sides, single, drop sash.

End; single hinged.

Number and size; sides, 12, 2 ft. 6½ in. x 2 ft. 11 in.

Number and size; ends, 4, 1 ft. 10½ in. x 2 ft. 11 in.

Doors:

Body; 2, single doors.
Opening; 2 ft. 2 in. x 6 ft. 2 in.
Vestibule; none.

Floor:

Single Y. P. with floor strips.

Interior Woodwork:

Mahogany with ceilings veneered and painted.

Seats:

Type; longitudinal.
Capacity, 24.
Kind of material; rattan.
Width of aisle, 3 ft. 2 in.

Lighting:

Type; electric.
Number of fixtures, 6.
Number of lamps, 10, 16 c. p. incandescent.

Curtains:

Material; cloth.
Fixtures; Davis Car Shade Co.

Fenders:

Number and material; 2, iron frame wood strips

Steps:

Type and make; 2, single, Stanwood.

Signals:

Gongs; 2, 10 in.
Conductor's bells; 2, 4 in.

Trimmings:

Brass.

Sand Boxes:

Number and material; 2, wood.

Window Guards:

Side; none.
Ends; brass rods.

Signs:

None.

Hand Brakes:

Type; double end ratchet.

Track Scrapers:

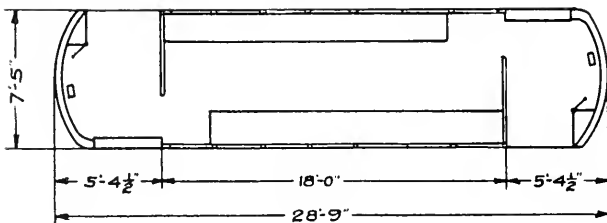
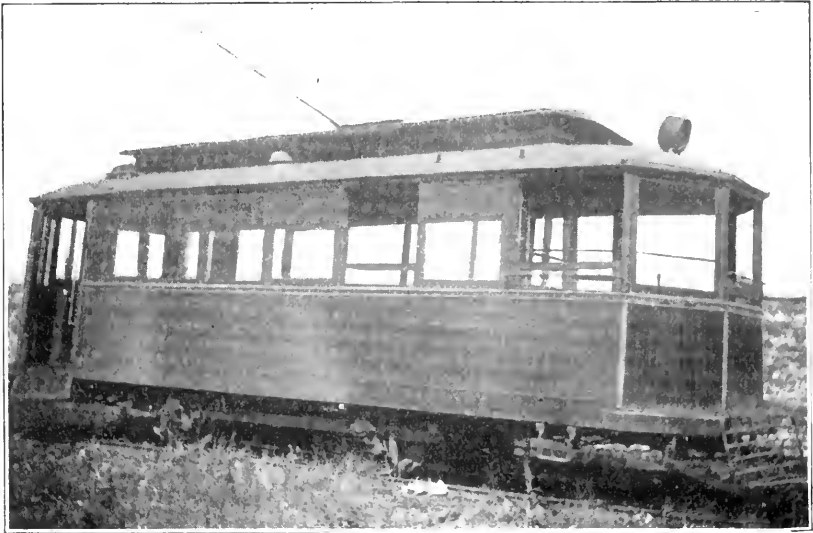
None.

Draw Bars:

Number and type; 2, radial steel, link and pin.

**SPECIFICATION FOR CLOSED PASSENGER MOTOR CAR.
GROUP No. 3.**

(12 Cars; Nos. 51, 52, 53, 54, 55, 56, 57, 59, 60, 62, 63, and 65.)



General Description:

Closed passenger body.
Single truck, 8 ft. wheel base, 33 in. C. I. wheels.
Longitudinal seats, capacity 20.
Entrance: single door, side.

General Dimensions:

Length over bumpers, 28 ft. 9 in.
Length over body, 18 ft.
Width over all, 7 ft. 5 in.
Height; floor to ceiling, 7 ft. 10 in.
Height; top of rail to top of trolley board 11 ft. 6 in.

Framing:

Side sills, $\frac{5}{8}$ in. x 8 in. plate reinforced with 4 in. x 4 in. angles and Y. P. filler.

End sills, 4 in. x 4 in. Y. P. on 4 in. x 4 in. angles.

Corner posts, $2\frac{1}{2}$ in. x $3\frac{1}{2}$ in. ash.

Center posts, $1\frac{3}{4}$ in. x $3\frac{1}{4}$ in. ash.

Platforms:

Vestibule.

Length, 5 ft. 4 in.

Width of opening, 2 ft. 8 in.

Bumpers; wood with iron bands.

Dash; wood.

Sheathing:

Sides and ends; straight, with white wood matched.

Sheathing laid vertically.

Fenders:

Number and material; 2, iron frame, wood strips.

Steps:

Number, type and make; 2, single, Stanwood.

Signals:

Gongs; 2, 10 in.

Conductor's bells; 2, 4 in.

Trimmings:

Brass.

Sand Boxes:

Number and material; 2, wood.

Window Guards:

Sides; none.

Ends; brass rods.

Signs:

None.

Hand Brakes:

Double end ratchet.

Track Scrapers:

None.

Draw Bars:

Number and type; 2, radial steel, link and pin.

Roof:

Type; monitor.

Material; wood and canvas.

Carlines; ash.

Windows:

Type; sides, single drop sash; ends single hinged.

Number and size; 12, 2 ft. 10 in. x 3 ft. 1 in.

Number and size; ends, 2, 2 ft. 6 in. x 3 ft. 5 in.

Monitor sash; 12 on sides, 2 on ends.

Sash 7 in. x 2 ft. 10 in.

Doors:

Body; 2 single doors.

Opening; 2 ft. 11 in. x 6 ft. 2 in.

Vestibule; 2 telescoping steel grates, 5 ft. high.

Floor:

Single Y. P. with floor strips.

Interior Woodwork:

Oak; with oak veneered ceilings.

Seats:

Longitudinal.

Capacity 20.

Kind of material, rattan.

Width of aisle; 3 ft. 4 in.

Lighting:

Type; electric.

Number of fixtures, 6.

Number of lamps; 10, 16 c. p. incandescent.

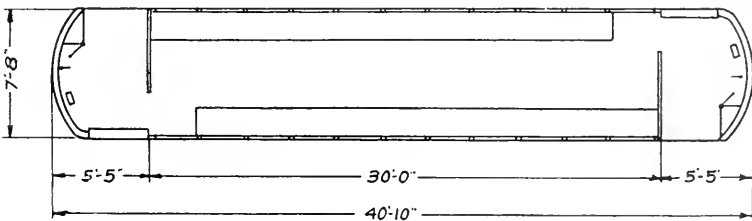
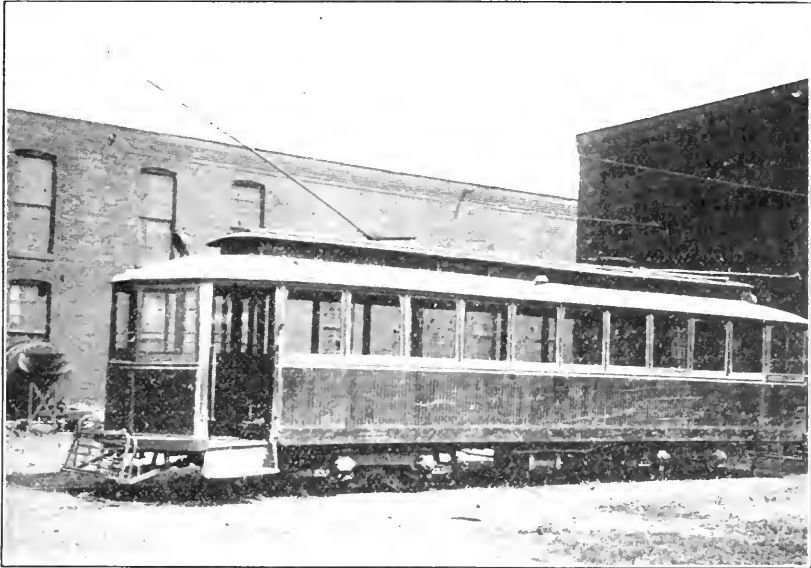
Curtains:

Material; cloth.

Fixtures; Davis Car Shade Co.

**SPECIFICATION FOR CLOSED PASSENGER MOTOR CAR.
GROUP No. 4.**

(9 Cars; Nos. 101, 103, 104, 105, 106, 107, 108, 109 and 110.)



General Description:

Closed passenger body.
Double truck; centers 18 ft. 11 in., 33 in. C. I. wheels.
Longitudinal seats, capacity 36.
Entrance; single door, side.

General Dimensions:

Length over bumpers, 40 ft. 10 in.
Length over body, 30 ft.
Width over all, 7 ft. 8 in.
Height; floor to ceiling, 7 ft. 8 in.
Height; top of rail to top of trolley board, 11 ft. 5 in.

Framing:

Side sills, $\frac{5}{8}$ in. x 8 in. plates reinforced with 4 in. x 4 in. angles and Y. P. fillers.

End sills, 5 in. x 6 in. Y. P. reinforced with $\frac{1}{2}$ in. x 8 in. plates.

Corner posts; 3 in. x 4 in. ash.

Center posts; $2\frac{1}{2}$ in. x 4 in. ash.

Platforms:

Vestibule.

Length 5 ft. 5 in.

Width of opening 2 ft. 10 in.

Bumpers; wood with iron bands.

Dash; wood.

Sheathing:

Sides and ends; straight with white wood matched.

Sheathing laid vertically.

Roof:

Type; monitor.

Material; wood and canvas.

Carlines; ash.

Windows:

Type; sides single drop sash, ends, single hinged.

Number and size; sides, 20, 2 ft. 10 in. x 3 ft. 1 in.

Number and size; ends, 2, 2 ft. 6 in. x 3 ft. 5 in.

Monitor sash; 20 on sides, 2 on ends.

Sash 7 in. x 2 ft. 10 in.

Doors:

Body; 2 single doors.

Openings; 2 ft. 1 in. x 6 ft. 2 in.

Vestibules; double folding doors.

Floor:

Single Y. P. with floor strips.

Interior Woodwork:

Oak; with oak veneered ceilings.

Seats:

Type; longitudinal.

Capacity 36.

Kind of material; rattan.

Width of aisle, 3 ft. 6 in.

Lighting:

Type; electric.

Number of fixtures, 5.

Number of lamps; 10, 16 c. p. incandescent.

Curtains:

Material; cloth.

Fixtures; Davis Car Shade Co.

Fenders:

Number and material; 2, iron frame wood strips.

Steps:

Number, type and make; 2, single, Stanwood.

Signals:

Gongs; 2, 10 inch.

Conductor's bells; 2, 4 in.

Trimmings:

Brass.

Sand Boxes:

Number and material; 2, wood.

Window Guards:

Sides; none.

Ends; brass rods.

Signs:

None.

Hand Brakes:

Type; double end ratchet.

Air Brakes:

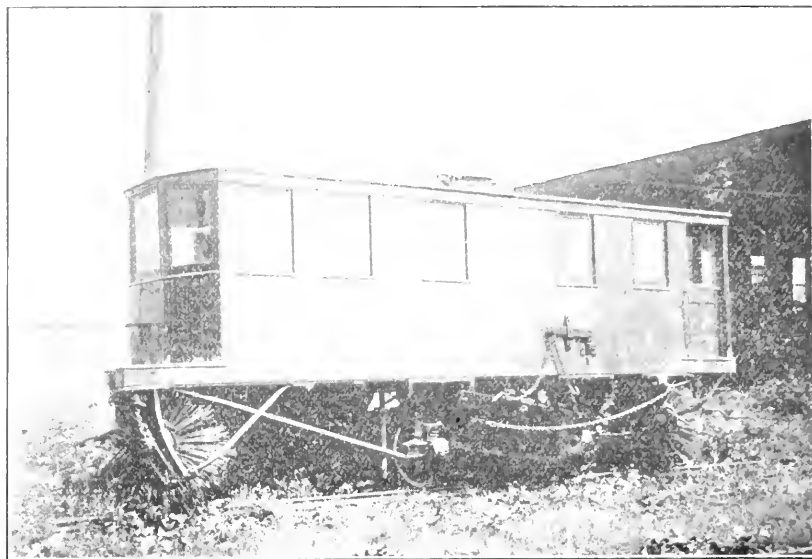
Type; Christensen AA-1-MM.

Track Scrapers:

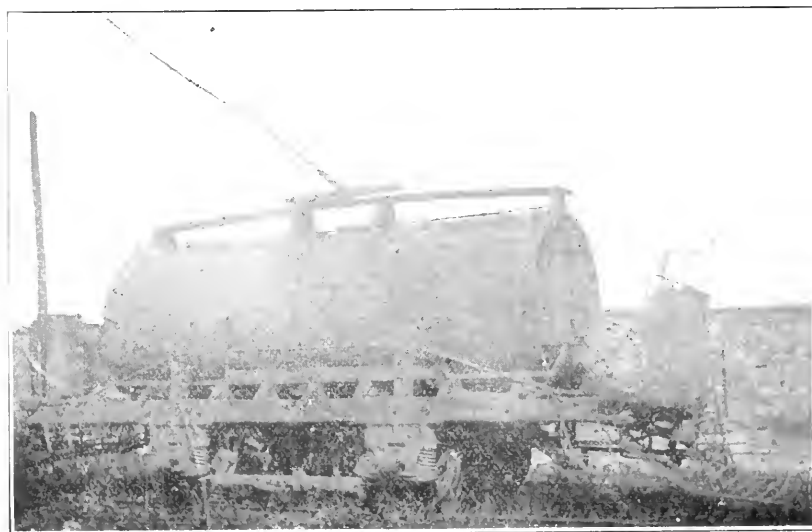
None.

Draw Bars:

Number and type; 2, radial steel, link and pin.

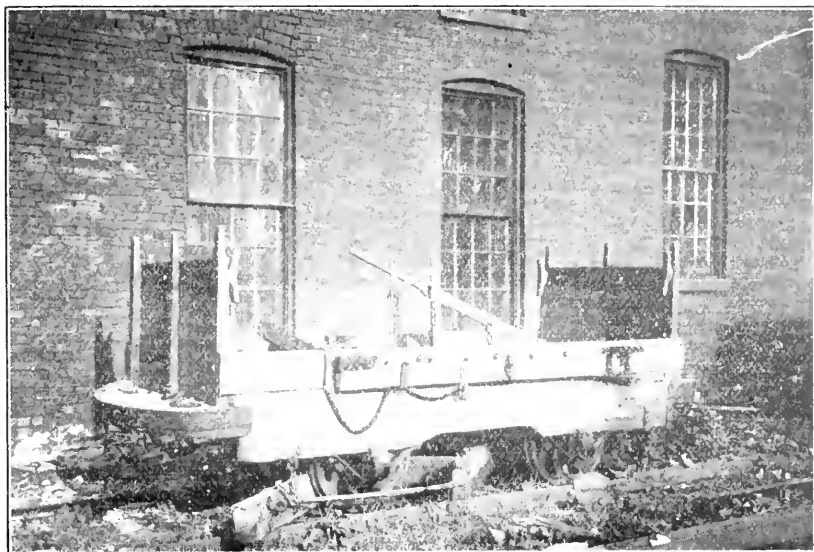


SWEEPER.

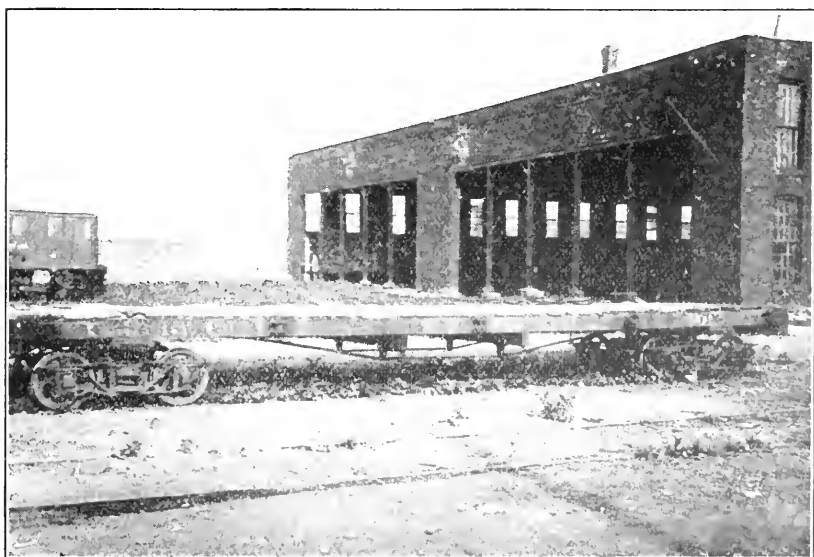


SPRINKLER.

MISCELLANEOUS ROLLING STOCK.



SNOW PLOW.



FLAT CAR.

MISCELLANEOUS ROLLING STOCK.

EXHIBIT IV.

**POWER PLANT
EQUIPMENT.**

EXHIBIT IV.
POWER PLANT EQUIPMENT.

Summary.

	Cost New	Present Value
Thirtieth St. and Kedzie Ave. Plant	\$70,499.94	\$47,862.78

DESCRIPTION OF EQUIPMENT.

The power plant, situated at 30th St. and Kedzie Ave., was built in the spring of 1894 and put into operation early in 1895. The equipment at this time consisted of two Abendroth & Root water tube boilers each of 314 h. p. rating; one 18 in. and 34 in. x 48 in. Bates Corliss engine belted to one 300 k. w. General Electric Generator; one 15 in. x 18 in. Sterne high speed engine (now dismantled) belted to an Edison generator (not now in plant), and the necessary auxiliary apparatus and piping for the above.

Late in 1897 a third boiler and a second engine and generator were added; these are of the same size and capacity as the machines installed in 1895.

The general divisions of equipment are treated individually, as follows:

Machinery Foundations:

These are constructed of stone, brick and concrete and are in good condition.

Boilers, Settings and Grates:

Three 314 h. p. Root water tube boilers built by the Abendroth & Root Co.; have brick settings and hand fired McClave shaking grates. The boilers and grates are in first class condition, having been retubed in 1908; the settings in fair condition.

Breeching:

The breeching between boilers and chimney is constructed of brick on old rails and is in good condition.

Chimney:

The chimney is 7 ft. 6 in. inside diameter and 142 ft. high. It is built with square base 25 ft. 6 in. above grade and with round shaft and ornamental brick top. The whole is in good condition.

Heater:

One cast iron open type Cochrane heater, 500 boiler h. p. is in use on the boiler feed system. The heater was manufactured by the Harrison Safety Boiler Works and installed in 1895. Present condition is good.

Pump:

The boiler feed pumps consist of the following: One 10 in. x 6 in. x 8 in. A. L. Ide single piston type pump installed about 1904 and in fair condition; and one 10 in. x 6 in. x 12 in. Deane Steam Pump Co. Duplex piston type pump installed in 1896 and in good condition.

Engines:

There are two 18 in. and 34 in. x 48 in. Bates Horizontal, cross-compound, condensing Corliss engines of belted type in operation. One of these engines installed in 1895 is of the girder frame type, while the other engine, installed in 1897 is of the standard heavy duty type. Both engines were extensively repaired in 1908 and are in good condition.

Condensers:

There are two No. 8 Worthington jet condensers each with its 8 in. x 12 in. x 10 in. duplex piston type pump. Condensers are in fair condition, having received some repairs in 1907.

Piping:

The piping consists of wrought steel pipe and cast iron fittings. The principal high pressure piping is constructed of regular extra heavy fittings, valves and flanges and is in very good condition. The exhaust piping is in good condition and all feed and drip piping in fair condition only. The covering on main header and engine leads is in very good condition while all other covering is in very bad condition. All small piping is insufficiently supported.

Generators:

There are two 300 k. w. General Electric Co. 4 pole, belted railway generators with outboard bearings. The generators were installed in 1895 and 1897 respectively. Both machines are in good condition, having been extensively overhauled in 1907 and 1908. This design of machine is now obsolete.

Switchboard and Generator Leads:

The switchboard consists of two standard General Electric Co. railway generator panels and one standard two-circuit feeder panel each built of black enamel slate and equipped with the necessary switches, circuit breakers and electrical instruments. The board as a whole is in good condition although some portions are in very poor condition. The generator leads are weather-proof cable and in good condition.

Miscellaneous:

The main belts are triple ply 33 in. wide and are both in good condition.

Both the oiling system in power plant and lighting systems, in shops, which are included in this account are in fair condition.

DEPRECIATION OF EQUIPMENT.

The following annual rates of depreciation have been used as a basis of depreciating the power plant equipment. Apparatus has been depreciated at these rates down to 20% of its wearing value, the wearing value being determined by subtracting the scrap value from the cost new. All power plant equipment has been considered as worth 20% of its wearing value as long as it is in operating condition.

The percentages of annual depreciation applied are:

Machinery foundations . . . *	8%
Grates	10%
Boilers and settings	4%
Breeching and connections, brick	5%
Chimney, brick	3%
Heater, cast iron	2%
Pumps	10%
Engines	3% and 4%
Condensers, jet type	5%
Piping and pipe covering	3½%
Generators	5%
Switchboard and generator leads	2%
Miscellaneous items	5%

*Machinery foundations have been depreciated at a percentage determined by the life of the apparatus supported.

POWER PLANT EQUIPMENT DETAILS.

Machine	Description	Depreciation per year	Cost New	Scrap Value	Wearing Value	Total Depreciation	Less Depreciation to Date	Less Scrap Value	Amount to be Retired	Less Scrap Value
Machine	Generators	Same as machines	\$ 4,295.30		\$ 4,295.30	\$ 2,161.30	\$ 2,141.00	\$ 2,141.00		\$ 2,141.00
Generator	10		\$17.50	\$ 71.25	\$14.25	74.33	668.92	743.17		743.17
Generator	4		11,000.00	462.00	10,538.00	4,215.20	6,122.80	6,784.80	\$ 2,541.00	9,325.80
Generator	5		419.40	11.78	407.62	305.72	104.90	113.68		113.68
Generator	1		6,387.00		6,387.00	2,682.51	3,704.46	3,704.46		3,704.46
Generator	2		420.00	22.20	397.80	103.14	294.67	316.57		316.57
Generator	10		115.00	21.60	93.40	149.08	261.32	285.92		285.92
Generator	1		17,794.00	1,320.00	16,474.00	6,803.15	6,580.85	10,909.85	\$ 30.00	11,740.85
Generator	5		1,626.00	58.80	1,567.20	940.32	626.88	685.68	106.40	792.08
Generator	10		9,124.79	561.28	8,563.51	3,596.67	4,966.84	5,528.12	182.00	5,710.12
Generator	5		8,920.00	1,300.00	7,620.00	1,572.00	1,018.00	1,648.00	2,219.40	3,867.40
Generator	2		1,398.50	95.49	1,303.01	312.72	990.29	1,085.78		1,085.78
Generator	5		1,153.36	324.14	829.22	151.55	677.65	1,001.79		1,001.79
Generator			-	-	-	-	-	-		-
Generator			\$64,000.85	\$1,251.84	\$62,749.01	\$26,458.04	\$11,780.98	\$47,632.82	\$5,878.80	\$41,754.02
Generator			6,409.08			2,645.80			587.88	4,451.26
Generator			-	-	-	-	-	-		-
Generator			\$70,499.93			\$29,103.83			\$6,466.68	\$47,862.78

Depreciation is computed according to the length of time they have been made.

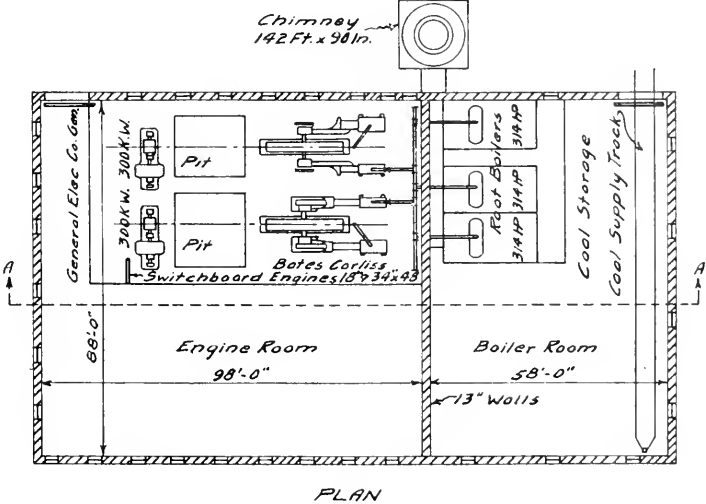
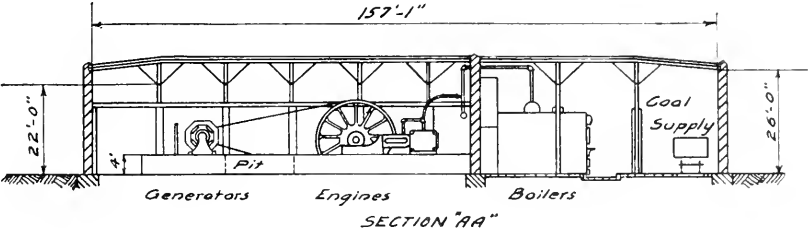




EXHIBIT V.

FIXED TOOLS AND MACHINERY.

EXHIBIT V.
FIXED TOOLS AND MACHINERY.

Summary.

	Cost New.	Present Value.
Fixed tools in machine shop.....	\$2,779.03	\$1,509.19
Fixed tools in carpenter shop.....	876.00	567.40
Fixed tools in armature room.....	84.90	50.52
Total.....	<u>\$3,739.93</u>	<u>\$2,127.11</u>

FIXED TOOLS IN MACHINE SHOP.

Quantity.	Description.	Cost New.	Present Value.
1	18 in. x 69 in. metal planer, C. Whitecomb & Co., with power drive and power feed.	\$1,000.00	8 400.00
1	11 in. x 10 in. Universal planer chuck.	35.00	20.00
1	20 in. Barnes drill press, power feed.	125.00	50.00
1	20 in. swing x 8 ft. bed engine lathe.	700.00	350.00
1	No. 3 Vulcan two wheel cast iron emery stand.	65.00	60.00
1	1½ in. x 8 in. coarse emery wheel.	2.00	2.00
1	3 in. x 20 in. grindstone with wooden frame.	3.50	3.00
2	72 in. wall job cranes.	18.00	18.00
1	7 ft. wooden jib crane.	150.00	87.72
1	4000 lb. E. Harrington differential chain lift.	40.00	30.00
1	4 cable car lift, home made.	140.00	120.00
1	15 h.p. Westinghouse Type M 500 volt 1150 r.p.m. motor.	244.00	185.44
1	brick blacksmith forge.	20.00	20.00
1	No. B Buffalo Forge Co. blower, 10 in. dia.	25.00	13.50
1	20 in. x 4 in. wooden split pulley.	1.70	1.18
1	9 in. x 4 in. wooden split pulley.	.90	.70
2	12 in. x 6 in. wooden split pulley.	2.50	1.70
1	9 in. x 5 in. wooden split pulley.	1.00	.75
1	30 in. x 6 in. wooden split pulley.	3.50	2.62
1	15 in. x 6 in. wooden split pulley.	1.50	1.10
1	24 in. x 9 in. wooden split pulley.	3.30	2.58
2	20 in. x 6 in. wooden split pulley.	4.20	3.15
1	14 in. x 4 in. wooden split pulley.	1.20	.90
1	15 in. x 10 in. wooden split pulley.	2.05	1.55
1	12 in. x 6 in. wooden split pulley.	1.25	.95
1	16 in. x 12 in. wooden split pulley.	2.60	1.72
1	8 in. x 5 in. solid wooden pulley.	.90	.70
1	15 in. x 4 in. solid cast iron pulley.	2.00	1.50
1	24 in. x 4 in. solid cast iron pulley.	2.20	1.64
1	10 in. x 8 in. solid cast iron pulley.	2.00	1.55
1	18 in. x 3 in. solid cast iron pulley.	1.45	1.30
1	12 in. x 3 in. solid cast iron pulley.	1.05	.85
3	6 in. x 3 in. solid cast iron pulley.	2.40	1.75
1	4 in. x 4 in. solid cast iron pulley.	1.00	.75
14	2 in. x 9 in. shafting hangers.	24.50	18.25
2	1½ in. x 12 in. shafting hangers.	4.50	3.10
60	ft. 2 in. cold rolled shafting.	16.20	12.15
6	ft. 1½ in. cold rolled shafting.	.95	.60
2	2 in. flanged couplings.	3.20	2.40
4	2 in. collars.	1.20	.80
15	ft. 4 in. single ply leather belt.	3.93	3.00
30	ft. 4 in. double ply leather belt.	15.70	11.70
25	ft. 3 in. double ply leather belt.	9.60	7.60
75	ft. 2½ in. double ply leather belt.	28.90	21.60
35	ft. 2 in. double ply leather belt.	8.60	6.60
40	ft. 2 in. single ply leather belt.	4.90	3.25
40	ft. 1½ in. double ply leather belt.	7.00	5.27
20	ft. 1½ in. single ply leather belt.	1.75	.92
20	ft. 1¼ in. single ply leather belt.	1.40	.85
1	15 in. x 6 in. wooden pulley with clutch.	10.50	7.50
	Wooden shafting supports complete for above.	30.00	15.00
Total.		\$2,779.03	\$1,509.19

FIXED TOOLS IN CARPENTER SHOP.

Quantity.	Description.	Cost New.	Present Value.
1	12 ft. wall jib crane.....	\$ 84.00	\$ 64.00
1	4000 lb. E. Harrington differential chain lift, new.....	40.00	40.00
1	circular power saw 36 x 48 in.....	150.00	70.00
1	hand operated post drill for wood.....	30.00	20.00
1	40 h.p. type 1200, 500 volt General Electric Com- pany motor.....	497.00	300.00
1	special resistance.....	23.00	23.00
80	ft. No. 6 and 45 ft. No. 12 wire in place.....	8.00	6.40
1	work bench, 3 ft. x 8 ft.....	3.00	3.00
1	press for stiff paint.....	1.00	1.00
1	work bench, 3 ft. 6 in. x 8 ft.....	15.00	15.00
1	work bench, 3 ft. x 13 ft.....	15.00	15.00
1	4½ in. Prentiss vise.....	10.00	10.00
		\$876.00	\$567.40

FIXED TOOLS IN ARMATURE ROOM.

Quantity.	Description.	Cost New.	Present Value.
1	work bench, 1 ft. x 9 ft.....	\$ 2.00	\$ 2.00
1	asbestos lined oven for drying armatures.....	4.00	2.12
1	work bench, 1 ft. x 5 ft.....	1.50	1.50
1	shear for mica.....	7.50	5.00
1	field stretcher.....	2.50	2.50
1	work bench, 2 ft. x 12 ft.....	2.90	2.90
1	shelf.....	2.50	2.50
1	armature hoist.....	13.00	10.00
1	72 in. wall jib crane.....	9.00	9.00
1	2000 lb. Weston differential chain hoist.....	40.00	13.00
	Total.....	\$84.90	\$50.52

EXHIBIT VI.

BUILDINGS.

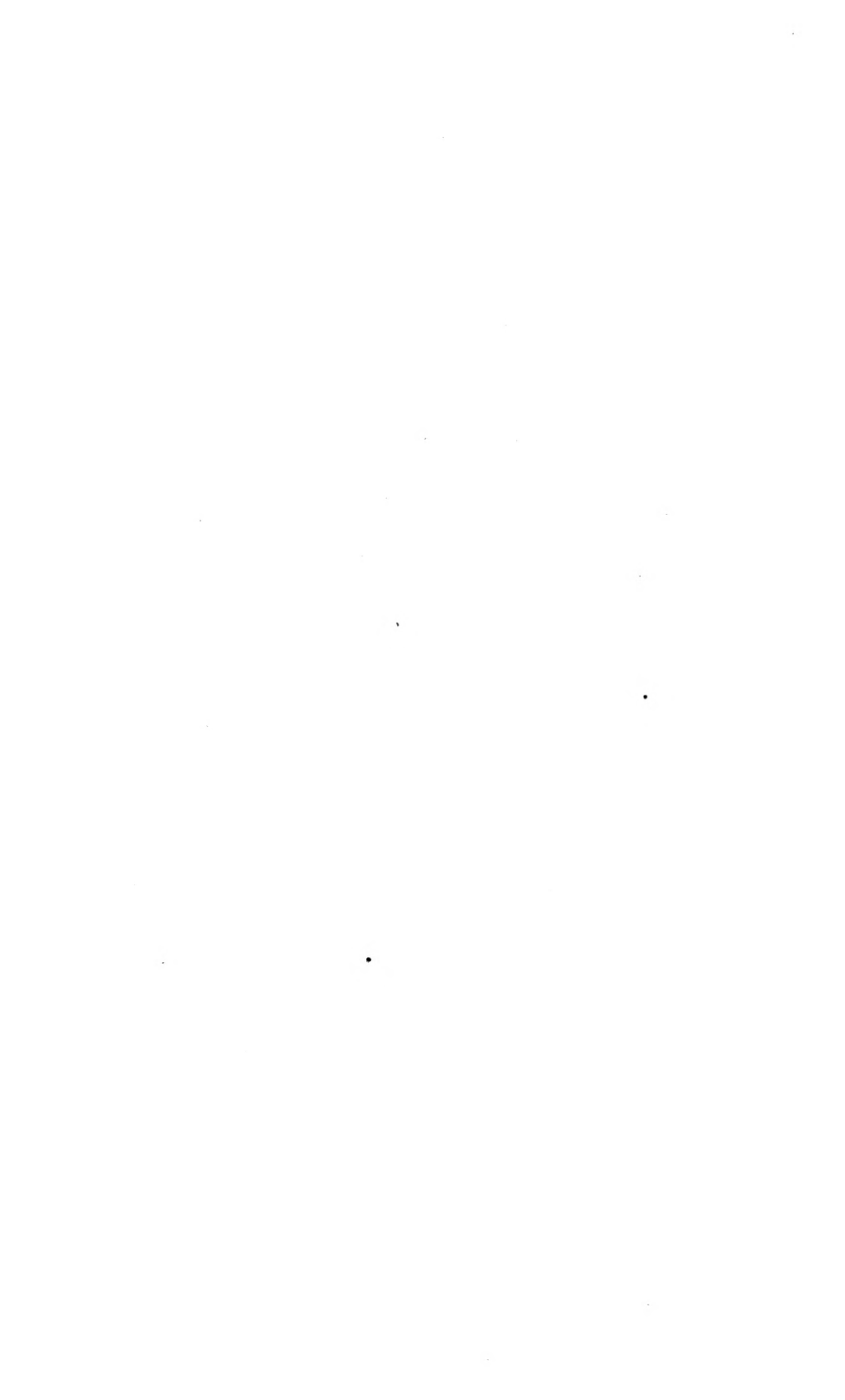


EXHIBIT VI.
BUILDINGS.
Summary.

Name	Cost New.	Present Value.
Power plant.....	\$18,716.37	\$10,855.50
Repair shop.....	15,528.84	9,006.73
Car barn.....	23,897.51	12,187.74
Office building.....	874.62	752.18
Storage shed.....	156.91	47.07
Water closet.....	17.25	12.08
Paint and coal storage shed.....	91.71	45.86
Trainmen's room (exclusive of lockers).....	42.52	31.89
Small sheds.....	48.45	39.00
Yard fence.....	4,480.11	1,344.04
Gate.....	14.51	8.71
Yard fill.....	3,421.00	3,421.00
Fill in car barn and adjacent thereto.....	2,385.00	2,385.00
Total.....	\$69,674.80	\$40,136.80

Note: All buildings and properties listed here are located on Kedzie Ave. between Thirtieth and Thirty-first Sts.

The values given above are exclusive of track, electric overhead construction, power plant equipment, fixed tools and machinery, real estate, supplies and furniture.

POWER PLANT.
Thirtieth St. and Kedzie Ave.
Built in 1894.

	Cost New
Excavation and fill.....	\$ 807.50
Foundations.....	2,068.04
Superstructure masonry (brick, cut stone, sills and coping).....	6,401.10
Structural steel and iron work.....	4,354.46
Carpenter work (framing, roof and trim).....	911.21
Mill work, windows (glazed), doors and hardware.....	543.50
Roofing (composition 4 ply).....	530.00
Sheet metal work.....	76.00
Painting.....	219.20
Drainage.....	364.10
	<hr/> \$16,275.11
Organization, engineering and incidentals, 15%.....	2,441.26
	<hr/>
Total cost new.....	\$18,716.37
Depreciation (14 years @ 3% per annum), 42%.....	7,860.87
	<hr/>
Present value.....	\$10,855.50

REPAIR SHOP.
Thirtieth St. and Kedzie Ave.
Built in 1894.

	Cost New
Excavation and fill.....	\$ 317.75
Foundations.....	1,230.00
Superstructure masonry (brick, sills and coping).....	5,937.20
Structural steel and iron work.....	2,093.75
Carpenter work (framing, roof and trim).....	2,240.51
Mill work, windows (glazed), doors and hardware.....	619.70
Roofing (composition).....	571.88
Sheet metal work.....	2.50
Painting.....	141.60
Drainage.....	348.45
	<hr/> \$13,503.34
Organization, engineering, incidentals, 15%.....	2,025.50
	<hr/>
Total cost new.....	\$15,528.84
Depreciation (14 years @ 3% per annum), 42%.....	6,522.11
	<hr/>
Present value.....	\$ 9,006.73

CAR BARN.**Thirtieth St. and Kedzie Ave.****Built in 1894.**

	Cost New.
Excavation and fill	\$ 133.50
Foundations	2,022.00
Superstructure masonry (brick, sills and coping)	6,069.84
Structural steel and iron	7,141.56
Carpenter work	1,922.00
Mill work, windows (glazed)	750.00
Roofing (composition)	1,406.25
Sheet metal work	6.00
Painting	864.60
Drainage	464.70
	<hr/>
Organization, engineering and incidentals, 15%	\$20,780.45 3,117.06
	<hr/>
Total cost new	\$23,897 51
Depreciation (14 years at $3\frac{1}{2}\%$ per annum), 49%	11,709.77
	<hr/>
Present value	\$12,187 74

OFFICE BUILDING.**Thirtieth St. and Kedzie Ave.****Built in 1894.**

	Cost New.
Excavation and fill	\$ 7.00
Foundations	80.00
Superstructure masonry (brick, sills and coping)	320.00
Carpenter work (framing, roof and trim)	199.50
Mill work, windows (glazed), doors and hardware	69.00
Roofing	21.00
Sheet metal work	26.80
Plastering	31.36
Painting	5.88
	<hr/>
Organization, engineering and incidentals, 15%	\$769.54 114.08
	<hr/>
Total cost new	\$874 62
Depreciation (14 years @ $1\frac{1}{2}\%$ per annum), 14%	122.11
	<hr/>
Present value	\$752 18

MISCELLANEOUS BUILDINGS.**STORAGE SHED.**

Cost new.....	\$142.35
Organization and incidentals, 10%.....	14.26
Total cost new.....	\$156.91
Depreciation, 70%.....	109.84
Present value.....	\$ 47.07

WATER CLOSET.

Cost new.....	\$17.25
Depreciation, 30%.....	5.17
Present value.....	\$12.08

PAINT AND COAL STORAGE SHED.

Cost new.....	\$91.71
Depreciation, 50%.....	45.85
Present value.....	\$45.86

TRAINMEN'S ROOM.
(exclusive of lockers)

Cost new.....	\$42.52
Depreciation, 25%.....	10.63
Present value.....	\$31.89

SMALL SHEDS.

Total cost new (all three).....	\$48.45
Depreciation (one @ 10%, two @ 25%).....	9.45
Present value (all three).....	\$39.00

MISCELLANEOUS BUILDING PROPERTIES.**YARD FENCE.**

Excavation.....	\$ 125.00
Foundations.....	1,764.00
Brickwork and coping.....	2,006.75
	<hr/>
	\$3,895.75
Organization, engineering and incidentals, 15%.....	584.36
	<hr/>
Total cost new.....	\$4,480.11
Depreciation (14 years (at 5% per annum), 70%.....	3,136.07
	<hr/>
Present value.....	\$1,344.04

GATE.

Cost new.....	\$14.51
Depreciation, 40%.....	5.80
	<hr/>
Present value.....	\$ 8.71

YARD FILL.

Present value.....	\$3,421.00
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FILL IN CAR BARN AND ADJACENT THERETO.

Present value.....	\$2,385.00
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EXHIBIT VII.

REAL ESTATE.

EXHIBIT VII.
REAL ESTATE.

Summary.

Plat Number.	Location.	Present Value.
1	On Lawndale Ave. near Twenty-second St.	\$ 4,000.00
2	At Kedzie Ave. and Thirty-first St.	26,100.00
3	At Fortieth Court and Twenty-seventh St.	750.00
4	At Hamlin Ave. and Thirty-fifth St.	6,672.00
Total.....		\$37,522.00

Joseph Donnersberger
Real Estate and Loans
172 Washington St.

CHICAGO, July 23, 1908.

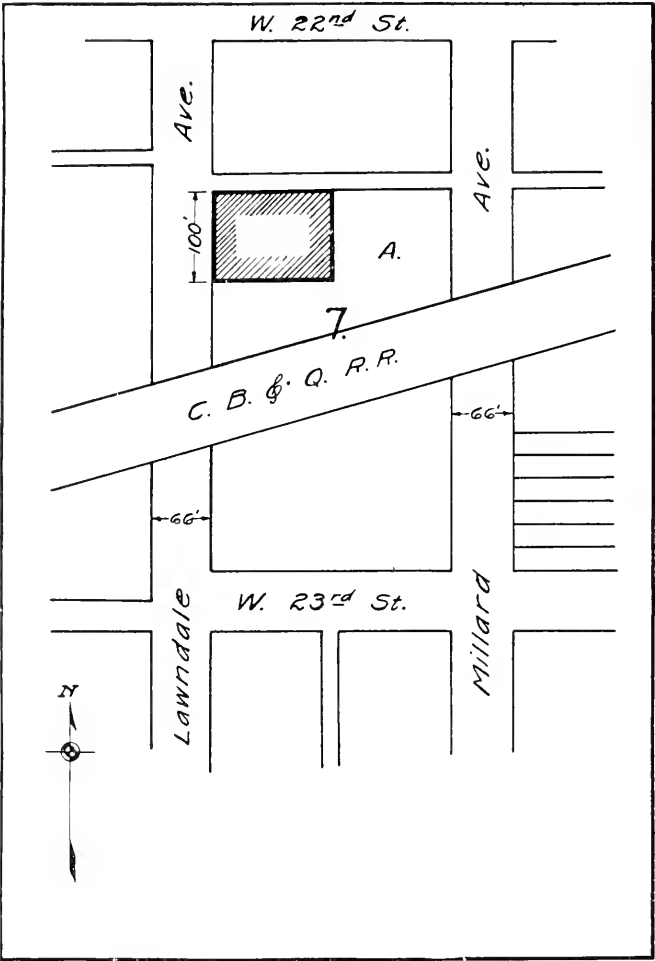
Traction Valuation Commission,
181 LaSalle Street, Chicago.

Gentlemen:

In conformity with your instructions, I have appraised the real estate of the Southern Street Railway Company as indicated to me by legal descriptions referred to in the accompanying report.

My values are based on the usual standards, and in cases where the property is now in use, its particular suitability for such use is considered.

Yours truly,
(Signed) JOSEPH DONNERSBERGER.

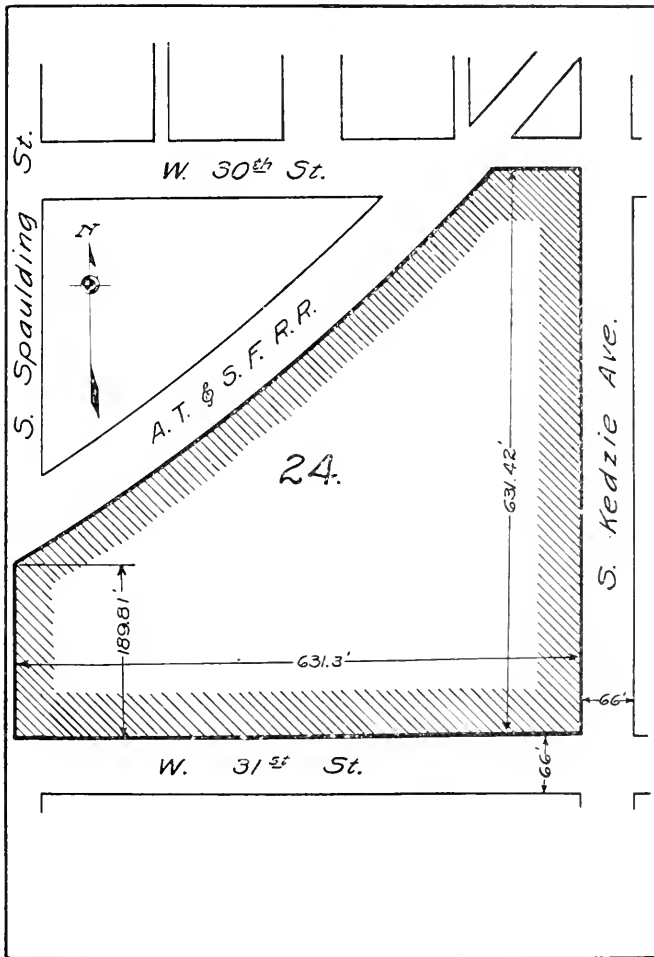


PLAT I.

Real Estate on Lawndale Ave. near Twenty-second St.

The north one hundred (100) feet of the west half ($W. \frac{1}{2}$) of Lot "A" of Block seven (7) of Millard and Decker's Subdivision of the east half ($E. \frac{1}{2}$) of the northwest quarter ($N.W. \frac{1}{4}$) of Section twenty-six (26) Township thirty-nine (39) North, Range thirteen (13) east of the Third (3rd) Principal Meridian, situated in the city of Chicago, county of Cook, and state of Illinois.

Value, exclusive of improvements..... \$4,000.00

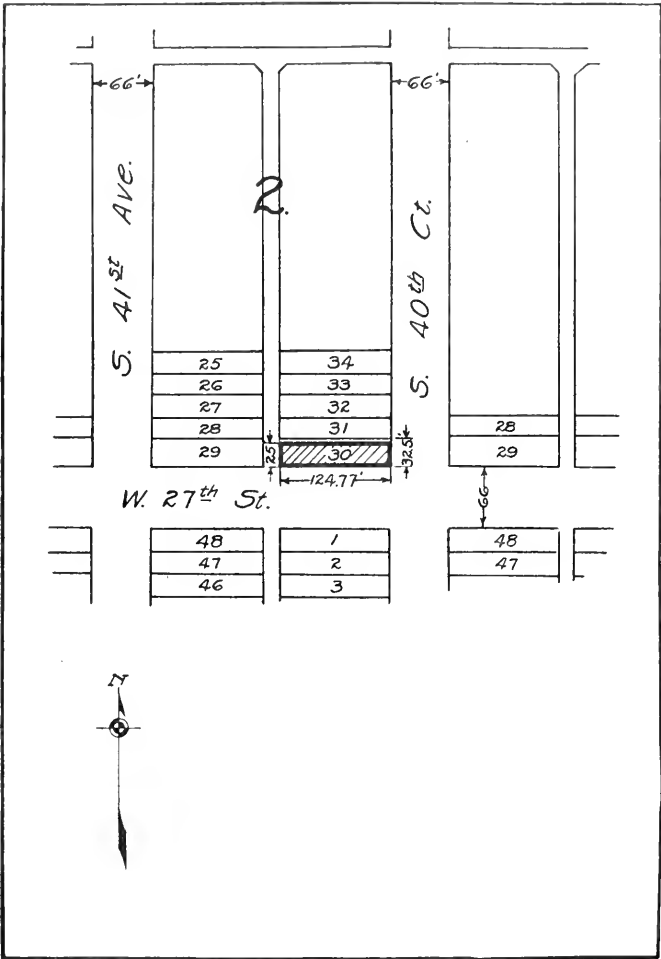


PLAT II.

Real Estate at Kedzie Ave. and Thirty-first St.

All that part or portion of Block twenty-four (24) of Steel's Sub-division of the southeast quarter and the east half of the southwest quarter of Section twenty-six (26) Township thirty-nine (39) North, Range thirteen (13) east of the Third (3rd) Principal Meridian, which lies south of the Atchison, Topeka & Santa Fe Railroad right of way situated in the city of Chicago, county of Cook, and state of Illinois.

Value, exclusive of improvements..... \$26,100.00

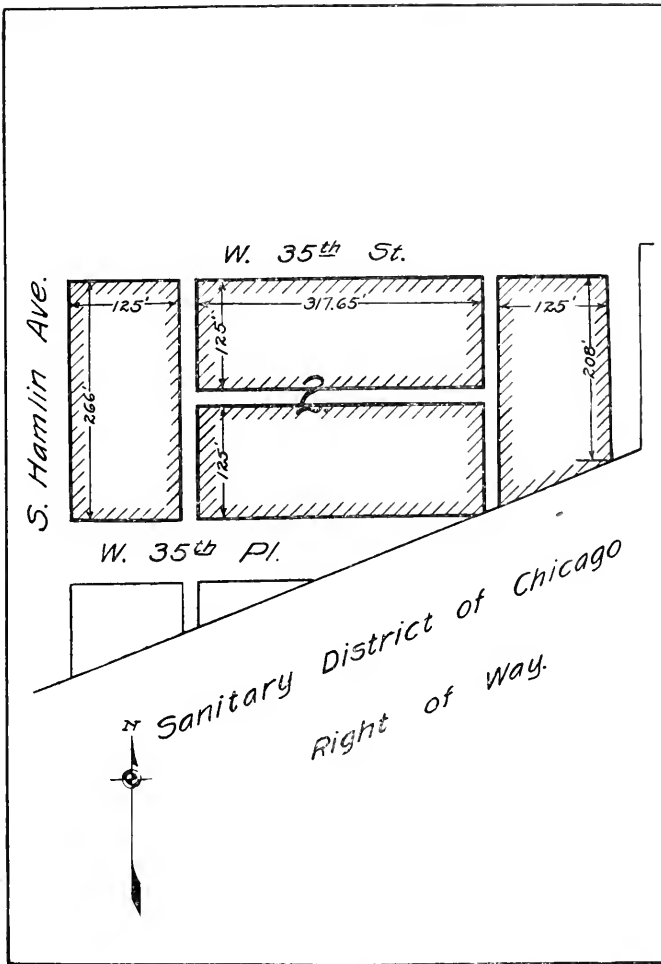


PLAT III.

Real Estate at Fortieth Court and Twenty-seventh St.

The south twenty-five (25) feet of Lot thirty (30) in Block two (2) of McMillan and Wetmore's Subdivision of the north half (N. $\frac{1}{2}$) of the northeast quarter (N.E. $\frac{1}{4}$) of the southeast quarter (S.E. $\frac{1}{4}$) of Section twenty-seven (27) Township thirty-nine (39) North, Range thirteen (13) east of the Third (3rd) Principal Meridian, situated in the city of Chicago, county of Cook, and state of Illinois.

Value, exclusive of improvements,.....\$750 00



PLAT IV.

Real Estate at Hamlin Ave. and Thirty-fifth St.

All that part lying north of the north line of the right of way sold to the Sanitary District of Chicago, of Block two (2) in the Subdivision by Coolbaugh & Libby of all that part lying north of the center line of the Illinois and Michigan Canal of the east half (E. $\frac{1}{2}$) of the southwest quarter (S.W. $\frac{1}{4}$) of Section thirty-five (35) Township thirty-nine (39) North, Range thirteen (13) east of the Third (3rd) Principal Meridian, situated in the city of Chicago, county of Cook, and state of Illinois.

Value, exclusive of improvements. \$6,672.00



EXHIBIT VIII.

**TOOLS, SUPPLIES, FURNITURE AND
WAGONS.**

EXHIBIT VIII.

TOOLS, SUPPLIES, FURNITURE AND WAGONS.

Summary.

	Cost New.	Present Value.
Tools and supplies in power house	\$ 2,158.95	\$ 1,735.20
Tools and supplies in machine shop	3,081.58	2,627.81
Tools and supplies in carpenter shop	1,194.46	769.16
Tools and supplies in armature room	5,384.71	3,742.23
Tools and supplies in car barn	1,185.67	919.98
Tools and supplies in yard	7,089.13	5,643.08
Tools and supplies in track and line department	483.53	295.25
Patterns	235.00	168.00
Supplies in store room	4,026.17	4,026.17
Supplies and furniture in office	1,126.47	937.67
Wagons, horses and harness	2,610.35	1,947.76
Scrap materials	3,000.00	273.95
Total	\$31,576.02	\$23,086.28

TOOLS AND SUPPLIES IN POWER HOUSE.

Quantity.	Description.	Present Value.
2	steel wheelbarrows 28 x 31 in	8 8.00
1	steel wheelbarrow 32 x 42 in	3.00
3	fireman's hose	1.50
3	slice bars	4.50
3	scoops	1.00
1	maul	1.00
1	small hoe . . . . .	.50
2	coal scuttles . . . . .	.20
10	ft. 2 in. rubber hose . . . . .	.75
1	boiler cleaner's platform	5.00
1	16 ft. wooden ladder	2.00
1	12 ft. wooden ladder	1.80
1	8 ft. wooden ladder . . . . .	.30
1	7 ft. wooden ladder	1.25
1	wooden stand	1.00
1	half barrel . . . . .	.25
10	miscellaneous wooden blocks	1.00
1	4 lb. handled cold chisel . . . . .	.20
1	15 in. monkey wrench . . . . .	.85
1	10 in. monkey wrench . . . . .	.70
1	24 in. Stillson wrench	2.00
1	12 in. Stillson wrench . . . . .	.90
1	16 in. flat mill file . . . . .	.30
1	4 lb. cold chisel . . . . .	.20
2	8 lb. flat drifts . . . . .	.32
1	18 in. trammel point . . . . .	.38
1	1½ lb. ball pene machinist's hammer . . . . .	.42
1	12 in. half round bastard file . . . . .	.20
1	15 lb. bar . . . . .	.60
7	open end and special wrenches 50 lb.	10.00
6	bolts for pulling commutators . . . . .	.12
1	9 in. cast iron clamp . . . . .	.30
1	24 in. calipers	2.25
1	24 in. pipe wrench	2.40
3	wooden horses	2.50
1	commutator turning machine	25.00
10	lb. tools for above machine	2.00
1	ladder	1.50
1	6 ft. step ladder . . . . .	.50
1	12 ft. step ladder	1.00
2	socket wrenches, 30 lb.	4.00
1	2 in. pipe tap . . . . .	.63
1	2½ in. pipe tap	1.42
1	1½ in. pipe tap . . . . .	.60
1	1 in. pipe tap . . . . .	.35
1	¾ in. pipe tap . . . . .	.20
1	½ in. pipe tap . . . . .	.15
1	4 in. flue expander	2.25
5	socket wrenches	10.00
3	pinch bars, 25 lb.	5.00
15	open end wrenches assorted	8.00
1	5 ft. 6 in. chain tong pipe wrench	8.00
1	5 ft. chain ¾ in. stock with hook and ring	1.30
1	10 ft. chain ¾ in. stock with hook and ring	2.60
1	32 in. Trimo pipe wrench	3.00
1	work bench	10.00
1	4 in. vise	8.56
1	No. 1 Clow pipe stock with dies ¼ in. to 1 in. inc	3.00
1	No. E Crane pipe stock with dies 1½ in. to 2 in. inc	4.00
1	1 in. and 1, 2½ in. Crane pipe die	8.30

Tools and Supplies in Power House—Continued.

Quantity.	Description.	Present Value.
1	No. 4 pipe cutter.....	1 00
4	wooden horses.....	3 00
30	ft. $\frac{3}{8}$ in. steel chain.....	5.94
14	5 in. rubber pump discs.....	.70
8	5 in. brass pump valve seats.....	3.20
1	2 in. Klipfel regulating valve for heater.....	18 00
12	$\frac{3}{8}$ x 16 in. gauge glasses.....	.72
2	15 in. levers for pumps.....	1.60
2	9 in. levers for pumps.....	.60
2	valve rods for feed pumps.....	.40
1	set of 4 quarter boxes for engines.....	18.00
1	12 in. standard companion flange.....	3 82
1	14 in. extra heavy blind flange.....	6 10
1	2 in. standard flange.....	
1	9 in. standard flange.....	
1	5 in. standard flange.....	4 86
1	4 in. standard flange.....	
2	7 in. standard flange.....	
6	ft. 8 in. standard wrought steel pipe.....	2.44
10	ft. 7 in. standard wrought steel pipe.....	3.39
12	ft. 4 in. standard wrought steel pipe.....	3.34
10	ft. $1\frac{1}{2}$ in. standard wrought steel pipe.....	1 00
10	ft. 1 in. standard wrought steel pipe.....	
16	ft. $2\frac{1}{2}$ in. extra heavy wrought steel pipe.....	2.46
12	ft. $1\frac{1}{4}$ in. heavy rubber hose.....	2 28
1	12 in. standard flanged long sweep ell.....	32.00
1	7 in. standard flanged ell.....	4.00
1	7 in. standard screwed ell.....	.59
2	7 in. 45 deg. standard screwed ells.....	3.56
1	5 in. standard screwed ell.....	1.49
1	3 in. standard screwed ell.....	.25
1	$2\frac{1}{2}$ in. standard screwed ell.....	.20
1	2 in. standard screwed ell.....	.10
1	$1\frac{1}{2}$ in. standard screwed ell.....	.07
1	$2\frac{1}{2}$ x $1\frac{1}{2}$ x $1\frac{1}{4}$ in. standard screwed tee.....	.30
2	2 x $1\frac{1}{4}$ x $1\frac{1}{4}$ in. standard screwed tees.....	.20
1	$1\frac{1}{2}$ in. standard screwed tee.....	.06
2	$1\frac{1}{4}$ x 2 in. standard screwed tees.....	.31
1	$1\frac{1}{4}$ x 1 in. standard screwed tee.....	.10
1	7 in. standard pipe cap.....	.85
1	$3\frac{1}{2}$ in. standard screwed lateral.....	1 17
1	6 in. plug.....	.28
1	$3\frac{1}{2}$ in. flange.....	.48
1	8 x 7 in. bushing.....	.65
1	4 x $2\frac{1}{2}$ in. reducing bushing.....	.20
1	5 x $3\frac{1}{2}$ in. reducing bushing.....	.33
2	$1\frac{1}{2}$ in. standard screwed 45 deg. ells.....	.08
1	7 in. extra heavy flanged cross.....	23 70
30	lb. rags for wiping machinery.....	2 40
75	ft. 33 in. three ply belt.....	160.00
4	goose necks for boilers.....	5 00
600	lb. fire clay.....	3.00
1	12 x 3 in. solid cast iron pulley.....	1 31
2	ft. $1\frac{1}{4}$ in. shaft.....	.32
1	$1\frac{1}{4}$ x 8 in. drop hangers.....	2 84
5	oil barrels.....	3.00
2	20 x $\frac{7}{8}$ in. turnbuckles.....	1 50
40	lb. cup grease.....	2.00
50	lb. extract of hemlock boiler compound.....	5 00
3	gal. belt compound.....	9 00

Tools and Supplies in Power House Continued.

Quantity.	Description.	Present Value.
50	gal. low pressure cylinder oil	21 00
50	gal. high pressure cylinder oil	21 00
15	gal. engine oil	3 30
1	5 in. rubber valve disc	.55
6	2½ in. rubber valve discs	1 45
6	2 in. rubber valve discs	1 10
1	1½ in. rubber valve discs	.50
7	1½ in. rubber valve discs	.65
10	1 in. rubber valve discs	.60
15	¾ in. rubber valve discs	.75
6	½ in. rubber valve discs	.25
3	5 in. dash pot leathers	.30
2	1 in. dash pot leathers	.20
6	½ lb. 1 in. Dodds packing	5 20
15	½ lb. Peerless assorted valve rod packing	7 75
1	½ lb. Empire round packing	2 25
10	lb. square flax packing	3 40
2	lb. asbestos wicking	.20
16	lb. hydraulic packing	8 00
10	lb. Rainbow sheet packing	4 00
2	3 in. Huxley blow-off valves	74 00
1	set packing for Huxley valves	1 25
2	5 in. valve seats	1 00
1	5 x ¾ in. emery wheel	.30
1	7 in. standard flanged gate valve	15 75
1	valve arm for feed pump	2 00
12	special eye bolts	1 20
1	¾ x 24 in. pinch bar	.25
1	valve arm for feed pump	2 40
40	sheets assorted emery cloth	2 00
80	3½ x 2½ x ¾ in. carbon brushes	2 40
90	lb. pitch	1 50
10	lb. No. 24 single cotton covered copper wire	1 50
20	ft. 2 x 12 in. oak	1 00
1	oak cupboard 6 ft. 6 in. x 4 ft. for supplies	7 70
1	wooden locker 7 ft. x 6 ft. 6 in.	5 60
1	pine scrap box 3 ft. 6 in. x 4 ft. 6 in.	2 00
1	pine waste box 3 ft. x 8 ft. 2 in.	8 80
1	pine pipe fitting bin	5 50
1	pine pipe rack	4 76
1	roller top desk oak 28 x 42 in.	15 00
2	kitchen chairs	.70
1	oak clothes locker	4 00
2	cupboards for pipes	3 50
2	picture frames	1 75
2	benches	.50
12	bundles rattan for track sweeper	60 00
19	broom backs for track sweeper	5 70
1	pine car door	1 50
1	window frame rack	4 50
2	oak doors	3 00
1	pine table	.75
1	oak flat top desk 32 x 72 in.	10 00
1	oak counting house desk 32 x 84 in.	5 00
5	bbl. gravel	1 50
75	board feet oak	3 00
15	4 in. x 18 ft. boiler tubes	67 50
400	tons bituminous coal	800 00

Total present value **\$1,735 20**

Total cost new **\$2,158 95**

TOOLS AND SUPPLIES IN MACHINE SHOP.

Quantity.	Description.	Present Value.
10	planer tools.....	4.80
1	2 $\frac{3}{4}$ in. reamer.....	4.00
1	1 $\frac{3}{4}$ in. x 14 in. bar.....	2.00
1	planer tool holder.....	8.00
1	parallel strip.....	.20
2	No. 3 L. Armstrong tools.....	3.00
2	V blocks.....	.80
2	anvils.....	7.50
1	wooden horse.....	5.00
2	drill press chucks.....	7.00
40	twist drills, assorted.....	8.00
1	2 in. shank twist drill.....	4.90
1	adjustable hack saw frame 12 in.....	.80
4	lathe dogs.....	2.50
1	No. 2 G. Armstrong lathe tool.....	1.20
1	No. 2 L. Armstrong lathe tool.....	1.20
2	1 $\frac{3}{8}$ in. taps.....	2.10
12	lathe tools.....	6.00
1	$\frac{3}{8}$ in. and $\frac{3}{4}$ in. double end S wrenches.....	.10
1	$\frac{1}{4}$ in. and $\frac{1}{2}$ in. double end straight wrenches.....	.10
1	4 in. C clamp.....	.60
1	3 in. x 2 ft. boring bar.....	4.00
1	2 in. x 2 ft. boring bar.....	3.00
1	1 $\frac{1}{2}$ in. x 6 in. taper reamer.....	2.50
6	round clamps.....	1.20
1	emery wheel dresser.....	2.00
2	waste cans.....	2.00
1	15 ton screw jack.....	27.00
3	1 $\frac{1}{2}$ in. machine taps.....	2.50
3	1 in. machine taps.....	2.25
3	$\frac{7}{8}$ in. machine taps.....	1.70
3	$\frac{3}{4}$ in. machine taps.....	1.25
3	tap wrenches.....	1.90
1	die stock.....	1.75
1	set of solid dies.....	4.00
14	split dies.....	5.00
3	split die stocks.....	6.00
1	1 $\frac{1}{2}$ in. double end S wrench.....	.35
1	1 $\frac{1}{4}$ in. single end S wrench.....	.40
1	pair adjustable babbitt molds.....	50.00
1	4 in. babbitt ladle.....	.50
1	6 $\frac{1}{2}$ in. babbitt ladle.....	.80
1	7 in. babbitt ladle.....	1.20
1	9 in. babbitt ladle.....	1.50
1	10 in. babbitt ladle.....	2.00
1	bar.....	3.00
1	5 in. Parker swivel vise.....	9.60
1	6 in. swivel vise.....	9.00
25	blacksmith tongs.....	20.00
40	blacksmith tools.....	21.00
3	sledges.....	5.60
12	anvil jigs.....	6.00
3	pene hammers.....	1.20
1	$\frac{7}{8}$ in. and 1 in. double end S wrench.....	.80
1	2 in. x 33 in. wrench.....	2.00
32	wrenches, assorted.....	25.00
3	pinch bars.....	3.00
3	yoke hooks.....	9.00
1	axle lever.....	.50
1	sling.....	1.00

Tools and Supplies in Machine Shop—Continued.

Quantity.	Description	Present Value.
3	eye bolts	.36
1	screw press	42.00
1	blacksmith face plate	22.00
1	blacksmith tripod	1.92
1	blacksmith shovel	.36
3	pokers	.42
1	No. 1 $\frac{1}{2}$ shovel	.65
1	special tripod	2.00
40	ft. $\frac{1}{4}$ in. steel chain	1.90
1	3 in. wrench	4.80
1	4 point belt punch	.40
1	ratchet drill	5.05
1	20000 ohm magneto	3.50
1	90 ft. steel tape	10.00
1	pair snips	1.75
2	15-16 in. taper shank twist drills	2.53
3	$\frac{3}{4}$ in. taper shank twist drills	2.56
1	1 in. straight shank twist drill	.57
1	17-32 in. straight shank twist drill	.31
2	1 $\frac{1}{2}$ in. taps	1.00
1	$\frac{3}{4}$ in. and $\frac{1}{2}$ in. double end S wrench	.48
1	10 in. screw driver	.25
1	set of $\frac{1}{4}$ in. letter stamps	8.00
1	Lavigne patent expansion bit	1.50
1	thread gauge	1.12
1	$\frac{1}{2}$ in. reamer	.84
4	$\frac{1}{2}$ in. taps	.84
1	$\frac{1}{2}$ in. tap wrench	.20
1	$\frac{3}{4}$ in. twist drill	.66
2	$\frac{3}{4}$ in. and 1 in. double end S wrenches	2.40
1	1 in. and 1 $\frac{1}{4}$ in. double end S wrench	.65
1	spoke shave	.40
2	6 in. screw drivers	.60
1	pair 8 in. side cutting pliers	1.80
1	2 lb. machinist's hammer	.50
3	cold chisels	1.70
6	No. 2 Blizzard lanterns	7.50
2	waste cans	6.70
1	oil	.30
3	torches	3.00
1	bench with drawer	8.00
1	bench with drawer and shelf	4.00
3	wooden horses	9.00
1	iron store rack	4.84
2	armature racks	13.20
2	coal bins	3.00
1	concrete vault with safe door and frame	50.00
1	safe in above vault	28.00
75	transfer cases	7.50
2	roll top desks	35.00
1	thermometer	.25
1	hanging oil lamp	2.75
2	clocks	24.60
1	cabinet with two drawers	3.00
3	shelves	2.73
3	chairs	1.20
1	waste basket	.15
1	bill file	.20
1	bulletin board	1.00
2	benches and shelf	1.20

Tools and Supplies in Machine Shop—Continued.

Quantity.	Description.	Present Value.
30	lineal feet of lockers.....	16 35
8	cupboards.....	10 12
1	cabinet.....	2 92
1	counting room desk.....	22 00
1	oak settee.....	18 00
1	office chair.....	1 00
1	desk fan.....	14 00
1	letter press.....	4 75
1	cuspidor.....	15
3	No. 1200 G. E. armature cores with shaft.....	495 00
15	No. 1200 G. E. armature bearings.....	36 00
3	No. 1200 G. E. armature bearings.....	15 45
17	armature bearing castings.....	18 70
7	bearing brasses.....	19 95
23	bearing brasses.....	62 56
11	armature bearing brasses.....	19 25
2	armature bearings.....	6 50
9	half bearings.....	14 40
18	half bearings.....	14 49
2	half armature bearings.....	5 60
6	half armature bearings.....	9 60
50	lb. babbit.....	7 50
1	No. 57 G. E. motor casing.....	60 00
4	motor gear casings.....	3 00
1	No. 1200 G. E. motor casing.....	60 00
1	12 in. iron gong.....	30
50	lb. rivets.....	1 50
60	lb. forgings.....	4 80
30	1½ in. x 5 in. machine bolts.....	25
6	3½ in. lathe mandrels.....	2 40
20	½ in. x 1¼ in. x 4½ in. steel springs.....	40
5	ft. ½ in. square steel.....	65
50	ft. ¾ in. pipe.....	1 75
15	ft. 1 in. pipe.....	75
10	ft. 1½ in. pipe.....	30
2	chain hooks.....	2 00
4	controller handles.....	4 00
2	5 in. gongs and brackets.....	1 69
5	fenders.....	39 50
150	ft. ¾ in. fender slats.....	1 60
60	carbon brushes.....	1 80
100	1 in. x 6 in. bolts.....	1 00
7	2 in. x 4 in. helical springs ¾ in. round steel.....	2 80
3	1½ in. x 4½ in. helical springs ¾ in. round steel.....	90
2	2¼ in. x 2¾ in. helical spring ½ in. round steel.....	40
5	1½ in. x 12 in. helical spring ¼ in. round steel.....	2 25
4	ft. ¾ in. round iron.....	12
3	trolley harps and wheels.....	6 00
4	grease cups.....	80
20	in. 1 x 4 flat iron.....	24
32	lb. wrought iron forgings.....	2 24
21	ft. ½ x 1 flat iron.....	12
1	cast iron brake beam.....	50
19	in. 1½ in. square iron.....	66
1	part of switch stand.....	1 60
1	trolley base and stand.....	2 25
1	wrought iron ring 12 in. diameter ¾ x 3 stock.....	30
10	ft. ½ x 4 flat iron.....	23
5	ft. ¾ x 3 flat iron.....	26
13	ft. ½ x 1 flat iron.....	08

Tools and Supplies in Machine Shop—Continued.

Quantity	Description	Present Value.
5	$\frac{1}{4}$ x 1 flat iron	\$.06
16	ft. $\frac{1}{4}$ x $1\frac{1}{2}$ flat iron	.85
12	$\frac{1}{4}$ x $2\frac{1}{2}$ flat iron	1.05
16	ft. $\frac{3}{8}$ x $1\frac{1}{2}$ flat iron	.52
30	ft. $\frac{1}{2}$ x 2 flat iron	1.41
15	ft. $\frac{3}{8}$ x 3 flat iron	.80
1	$\frac{1}{4}$ ft. $\frac{1}{4}$ x $4\frac{1}{2}$ flat iron	.02
16	ft. $\frac{3}{8}$ x $3\frac{1}{2}$ flat iron	1.97
5	ft. $\frac{1}{2}$ x 3 flat iron	.70
3	ft. $\frac{1}{2}$ x $2\frac{1}{2}$ flat iron	.06
2	ft. $\frac{3}{4}$ in. square iron	.85
11	$\frac{1}{2}$ in. x 18 in. hooks	.55
1	$\frac{1}{2}$ x $1\frac{1}{2}$ x 15 in. clamp	.17
1	$\frac{1}{4}$ x $1\frac{1}{2}$ x 16 in. clamp	.08
2	wrought iron rings 5 in. diameter $\frac{3}{8}$ x $1\frac{1}{2}$ in. stock	.20
1	$1\frac{1}{4}$ x 34 in. hook	.50
2	$\frac{1}{4}$ x 17 in. helical trolley base springs	1.50
1	No. 1200 G. E. armature core	266.75
1	No. 12 A Westinghouse armature core	240.00
1	trolley pole with harp and wheel	5.00
6	ft. $\frac{1}{2}$ in. steel chain	.25
4	trolley bases with springs	2.25
1	trolley base stand	2.00
2	fender supports	.20
3	$\frac{1}{2}$ ft. $1\frac{1}{2}$ in. square iron	.40
2	brass gong clappers	.40
1	$\frac{3}{4}$ x 18 in. helical spring 3 16 in. stock	.30
2	$\frac{3}{4}$ x 2 in. machine bolts	.02
2	ft. $\frac{1}{4}$ x 2 in. flat iron	.06
4	ft. $\frac{3}{8}$ x 3 in. flat iron	.25
1	$\frac{1}{4}$ ft. $\frac{3}{4}$ x $1\frac{1}{2}$ in. flat iron	.08
1	$\frac{1}{4}$ ft. $\frac{1}{4}$ x 1 in. flat iron	.02
28	ft. $\frac{1}{4}$ x $1\frac{1}{2}$ in. flat iron	.31
7	$\frac{1}{2}$ ft. $\frac{3}{8}$ x 4 in. flat iron	1.30
2	ft. $\frac{1}{4}$ x 4 in. flat iron	.23
1	$\frac{1}{4}$ ft. $\frac{3}{8}$ x 3 in. flat iron	.08
8	ft. $\frac{1}{2}$ x 8 in. flat iron	.46
17	ft. $\frac{1}{2}$ x 3 in. flat iron	2.95
6	$\frac{1}{2}$ ft. $1\frac{1}{2}$ x 4 in. flat iron	1.90
16	ft. $\frac{3}{8}$ x 3 in. flat iron	1.04
10	ft. $\frac{1}{2}$ x 8 in. flat iron	2.32
5	ft. $\frac{3}{4}$ x $1\frac{1}{2}$ in. flat iron	.38
19	ft. $\frac{1}{2}$ x $1\frac{1}{2}$ in. flat iron	1.93
2	ft. $\frac{1}{2}$ x $2\frac{1}{2}$ in. flat iron	.04
19	ft. $\frac{1}{2}$ x 4 in. flat iron	2.20
3	ft. $\frac{1}{2}$ x 2 in. flat iron	.17
8	ft. $\frac{3}{4}$ x $3\frac{1}{2}$ in. flat iron	1.22
17	ft. $1\frac{1}{4}$ x $1\frac{1}{2}$ in. flat iron	1.85
9	$\frac{1}{4}$ ft. $1\frac{1}{2}$ in. square iron	1.66
6	ft. $1\frac{1}{2}$ in. square iron	.78
27	ft. $\frac{1}{2}$ in. half round iron	.70
195	ft. $\frac{3}{8}$ in. half round iron	2.00
35	ft. $\frac{3}{8}$ in. round iron	.26
28	ft. $\frac{1}{2}$ in. round iron	.38
32	ft. $\frac{3}{8}$ in. round iron	.66
59	ft. $\frac{3}{4}$ in. round iron	1.78
114	ft. $\frac{1}{2}$ in. round iron	6.10
3	ft. $1\frac{1}{4}$ in. round iron	.25
20	ft. $1\frac{1}{2}$ in. round iron	2.40
12	ft. $\frac{1}{2}$ in. round iron	.49

Tools and Supplies in Machine Shop—Continued.

Quantity.	Description.	Present Value.
12	ft. 6 in. channel.....	8 2.40
9	12 ft. trolley poles with harps.....	27.00
4	brake levers 1 x 3½ x 26½ in.....	7.36
4	brake levers 1 x 3 x 19 in.....	4.88
6	brake rods 1 in. round x 7 ft.....	3.36
18	in. ¾ x 3 in. flat iron.....	.20
4	No. C 17 McGuire truck castings.....	5.00
1	relief brake spring.....	1.00
1	truck frame brace.....	1.40
1	5 in. brass gong.....	.75
1	brake rod ¾ in. round x 6 ft.....	.45
1	brake beam 1 x 4 x 5 ft. 1 in.....	4.50
5	ft. 1½ x 1½ x ¾ in. angle iron.....	.43
5	ft. ¾ x 1 in. flat iron.....	.11
3	brake beam forgings ¾ x 2½ x 9½ in.....	1.08
4	brake rods ¾ in. round x 12 ft.....	5.10
3	gal. fish oil.....	1.50
3	brake beams 1½ x 1½ x 61 in.....	7.60
11	¾ ft. 1 x 4½ in. flat iron.....	2.95
12	ft. 3 x 3x¾ in. T iron.....	2.37
1	brace ½ in. round x 30 in. iron.....	.10
4	ft. ½ x 3½ flat iron.....	.10
1	draw bar yoke 3½ x 18 in.....	.20
1	¾ in. x 4 ft. bolt, square head and nut.....	.25
1	ft. 4 x 6 x ¾ in. angle iron.....	.30
3	1½ in. x 24 in. turnbuckles.....	3.00
4	ft. ½ x 7¾ flat iron.....	.24
8	¾ in. x 14 in. machine bolts.....	.48
10	ft. 3/16 in. steel chain.....	1.20
2	stone jack handles.....	.50
3	iron clamps ¾ x 4 x 15 in.....	.96
23	1 in. x 5½ in. brake hanger pins.....	2.30
6	ft. ¾ in. round iron.....	.36
2	ft. ½ in. round iron.....	.03
3	ft. ½ x 2 flat iron.....	.14
3	ft. ¾ x 3 flat iron.....	.45
4	ft. ½ x 1½ flat iron.....	.05
1	1½ x 6 in. helical spring, ¾ in. stock.....	.10
1	motorman's stool.....	.30
13	fender hangers.....	4.80
1	1 in. x 6 ft. bar with hook each end.....	.80
26	brake hanger forgings.....	5.30
5	ft. ¾ x 6½ in. sheet steel.....	2.28
1	¾ x 3½ x 24 in. steel gear bracket.....	2.85
9	1 x 3 x 16 in. steel motor brackets.....	19.50
6	½ x 3 x 15 in. steel motor brackets.....	2.32
1	¾ x 3 x 12 in. steel motor bracket.....	.50
1	¾ x 3½ x 12 in. steel motor bracket.....	.75
1	½ x 2 x 22 in. steel motor bracket.....	.50
2	1½ x 10 in. trolley springs, 5 16 in. stock.....	.80
5	fender hangers ¾ x 2½ x 6 in.....	2.50
2	¾ x 12 in. machine bolts.....	.14
1	½ x 3 x 5 in. clamp.....	.10
1	switch tongue template.....	1.25
3	brake beams 1¾ x 1¾ x 60 in.....	5.00
44	ft. ¾ in. steel chain.....	4.77
45	ft. ½ in. steel chain.....	3.38
3	iron braces 1 in. round x 50 in.....	1.00
1	eye bar 1 in. round x 62 in.....	.50
1	brake lever 1 x 3 x 26 in.....	1.10

Tools and Supplies in Machine Shop—Continued.

Quantity	Description.	Present Value.
1	motor support 1 x 4 x 39 in.	2.20
1	motor support 1 x 1½ x 44 in.	2.30
2	brake beams 1 x 4½ x 62 in.	10.00
1	brake beam ¾ x 4 x 60 in.	3.30
2	motor supports ¾ x 1 x 84 in.	7.14
120	ft. ¾ x 7¾ in. sheet iron.	19.20
2	truck bolster plates ½ x 3½ x 68 in.	8.00
3	¾ x 3 x 12 in. clamps.	1.05
8	brake beams.	33.60
3	brake levers.	2.70
6	goose necks.	4.30
3	truck bolster hangers.	3.00
1	brake release spring.	.50
1	truck spring ¾ in. steel.	.40
26	brake hanger forgings.	5.30
18	¾ x 6 in. brake hanger pins.	.18
265	brake shoes.	116.00
2	brake rods.	2.60
2	brake hooks.	1.00
2	truck bolster plates.	8.00
Total present value		\$2,627 81
Total cost new		\$3,081 58

TOOLS AND SUPPLIES IN CARPENTER SHOP.

Quantity.	Description.	Present Value.
235	ft. water table for car sides.	2.35
60	ft. window sill.	1.60
30	board ft. oak.	1.20
1100	ft. beading.	6.50
10	½ x 9 in. pine.	.20
151	board ft. oak plank.	6.25
114	board ft. ash.	3.50
120	board ft. poplar.	3.00
275	board ft. poplar car sheathing.	6.90
1250	ft. miscellaneous oak moulding.	13.50
30	sq. ft. 1 in. pine.	.60
63	sides for gear casing.	28.63
105	board ft. oak.	2.10
75	ft. 1½ x 1½ in. oak.	.38
2	oak seat ends.	.15
1	oak panels, 32 in. square.	.78
2	door frames, 6 ft. 2 in. x 33 in.	2.00
2	car doors, 6 ft. 3 in. x 3 ft.	4.00
12	in. seat legs.	.60
175	sq. ft. veneered oak for car ceiling.	5.25
264	board ft. rough pine.	2.68
3	G. E. No. 1200 motor casings.	206.62
600	ft. ¾ in. standard pipe.	20.40
2	oak sand boxes.	2.75
268	board ft. clear white oak.	7.50
500	ft. 1½ in. half round oak.	5.00
500	ft. 1 x 4 in. yellow pine D. & M.	3.00
20	ft. 4 x 5 in. yellow pine, S4S.	.60
200	board ft. pine, S4S.	4.00
500	board ft. white pine, S4S.	9.50
504	board ft. rough hemlock.	8.06
12	pieces 2 in. x 4 in. x 14 ft. rough pine.	2.01

Tools and Supplies in Carpenter Shop—Continued.

Quantity.	Description	Present Value.
400	ft. 1 x 6 in. yellow pine, S4S	8 3 60
84	ft. 2 x 6 in. rough maple	2 01
200	board ft. pine, S4S	3 80
21½	gross assorted wood screws	12 60
3	pair butt hinges	35
4	lb. finishing nails	11
6	packages upholsterers tacks	1 08
1	lb. 1 in. brads	10
1¾	gross stove bolts	83
5	doz. 1 x 1½ in. machine bolts	30
2	quires sand paper	34
8	brass door hangers	6 00
2	pair brass car door handles	56
6	8 in. hack saw blades	25
20	¾ x 6 in. machine bolts	30
3	3 light electroliers	5 55
24	pole brackets	2 50
5	lb. brass castings	1 00
24	window guard sockets	1 00
8	grab handle sockets	1 60
15	vestibule braces	15
8	iron grab handles	1 75
50	lb. brass grab handles	10 00
50	lb. assorted bolts	2 00
234	assorted window frames and lights	115 10
750	ft. ¾ in. fender strips	3 75
450	sq. ft. pine flooring, D. & M	9 00
1	2 x 12 in. screw jack	1 88
1	waste can	1 00
1	portable forge	12 00
2	10-ton stone jacks	105 80
1	pinch bar	1 20
15	ft. ¾ in. chain	3 78
12	assorted wooden blocks	2 00
1	44 in. wagon wheel	9 00
1	1¾ x 12 in. screw jack	1 56
2	old men	4 80
1	Packer No. 3, ratchet drill	5 60
1	26 in. hand saw	1 25
8	wooden horses	11 00
1	belt tightener	1 00
6	collar patterns	1 00
2	vises	4 00
2	12 in. circular saws	4 50
4	pinch bars	10 00
125	ft. ¾ in. rubber hose	18 75
10	wrenches	15 00
1	7 ft. cross cut saw	2 00
1	12 in. circular	2 25
1	oil stove for glue pot	1 00
1	tamper	1 00
2	wooden straight edges	55
Total present value		\$ 769 16
Total cost new		\$1,194 46

TOOLS AND SUPPLIES IN ARMATURE ROOM.

Quantity	Description.	Present Value.
6	12 in. flat files	97
3	soldering irons	2.40
2	4 quart blow torches	8.00
2	3 quart gasoline heaters	9.00
1	12 in. bellows	1.60
1	2½ in. vise	1.65
1	wooden horses	6.00
1	reel	2.00
1	commutator puller	10.00
80	lb. No. 0 weatherproof wire	12.30
60	lb. No. 6 weatherproof wire	9.23
17	lb. No. 12 band wire	.34
10	lb. No. 16 galv. iron wire	.50
150	ft. 10 conductor No. 16 r. c. wire with weatherproof jacket	3.38
215	lb. peerless babbitt	38.70
115	lb. friction tape	34.50
15	type K s controller cylinders	20.63
1	No. 2 Turner blow torch	2.40
14	commutator screws	.25
75	ft. ½ in. stranded steel cable	.83
2	fibre commutator rings	.40
2	type K s controller covers	.80
2	gears 6 x 3 x 1½ in. face	1.11
15	brush yokes for G. E. 1200 motors	19.50
46	brush holders for G. E. 1200 motors	17.25
20	lb. 8d nails	.50
11	field plates for No. 1200 motor	1.38
1	casing for No. 1200 motor	72.65
3	No. 1200 motor fields	39.00
2	No. 57 motor fields	51.00
7	No. 1200 armature cores	900.90
3	No. 1200 armature shafts	30.00
1	No. 12 A Westinghouse armature core	80.00
1	No. 49 Westinghouse armature with commutator	130.00
1	No. 1200 armature, shaft and commutator	170.00
1	No. 1200 armature and commutator only	125.00
3	No. 1200 armature shields	1.12
4	hood canopy switches	5.00
1	G. E. No. 57 commutator ring	1.75
2	controller connecting boards	2.75
1	controller finger board reverse	1.00
1	No. 1200 armature core	143.00
5	gal. sciriling insulating varnish	7.50
35	No. 57 armature coils	55.00
7	No. 1200 field coils	233.00
3	No. 57 field coils	67.00
2	No. 1200 field coils	160.00
1	red lantern chimney	.20
6	pair fish plates	1.89
4	coal scuttles	1.40
100	lb. track bolts	2.90
1	30 gal. galvanized hot water tank and stand	3.00
3500	lb. track salt	17.50
10	switch tongues	120.00
48	cast iron girds	6.00
1	No. 57 armature core, commutator and shaft	195.00
3	No. 57 armature shaft bearings	8.25
5	No. 12 Westinghouse armatures	810.00
2	No. 12 Westinghouse field coils	53.28

Tools and Supplies in Armature Room - Continued.

Quantity.	Description.	Present Value.
3	No. AA1 Christensen air compressors.	57.52
1	No. 1200 G. E. commutator.	42.50
1	gal. shellac varnish.	1.50
Total present value.		\$3,742.23
Total cost new.		5,384.71

TOOLS AND SUPPLIES IN CAR BARN.

Quantity.	Description.	Present Value.
1	wheeled scraper 42 in. wide.	17.00
2	scraper bodies.	8.00
1	blue print frame complete.	20.00
1	bellow.	5.00
1	snow plow.	25.00
1	sand box.	15.00
4	wire reels.	7.00
2	veneered car seats.	23.00
53	board ft. pine.	1.12
1	rattan car seat.	6.00
25	sq. ft. grooved car flooring.	1.25
16	car doors.	20.00
9	window sash.	2.50
100	sq. ft. wire netting.	2.00
16	wooden window blinds.	4.00
11	window frames.	2.75
100	sq. ft. board sign.	5.00
33	board ft. pine.	1.16
15	ft. wood railing.	2.00
13	coal boxes.	5.20
40	board ft. pine.	.80
2	pair wagon wheels.	18.00
300	ft. cane seats.	30.00
50	ft. veneered car seats.	5.00
300	ft. oak moulding.	2.00
1	oak car end.	10.00
2	3 ft. x 6 ft. 6 in. oak car doors.	5.00
6	G. E. No. 1200 motor casings.	390.00
13	stone window sills.	6.50
1	Westinghouse 12 A motor casing.	80.00
2	G. E. No. 1200 field coils.	70.00
1	G. E. No. 57 motor casing.	10.00

Tools in Tower Wagon.

50	ft. $\frac{3}{4}$ in. Manilla rope.	20
1	No. 2 bolt cutter.	2.80
1	ball pene hammer.	1.25
1	come along.	1.25
1	14 in. Stilson wrench.	1.80
1	cold chisel.	.20
1	cape chisel.	.20
1	6 in. x $\frac{3}{4}$ in. turnbuckle special.	3.00
15	ft. $\frac{3}{4}$ in. chain.	1.30
1	Johnson bar.	1.00
1	$\frac{1}{2}$ in. open end wrench.	10
2	drift pins.	10

Tools in Tower Wagon Continued.

Quantity	Description	Present Value
1	No. 0 trolley clamps	\$ 60
100	ft. $\frac{3}{4}$ in. Manilla rope	1 70
2	1 in. blocks	1 75
1	26 in. cross cut saw	1 25
2	$\frac{1}{2}$ in. wood bits	.50
1	1 $\frac{1}{4}$ in. chisel	.40
1	5 in. solder pot	.10
1	3 in. ladle	.30

Supplies in Supply Wagon.

9	3 x 4 x 36 in. cross arms	1 50
35	1 $\frac{1}{2}$ in. iron insulators pins	.75
70	ft. $\frac{3}{4}$ in. steel cable	7 00
125	ft. $\frac{1}{2}$ in. steel cable	15 00
17	double curve suspension for No. 0 trolley	6 80
14	single curve suspension for No. 0 trolley	5 05
13	straight line hangers for No. 0 trolley	4 55
8	barn hangers for No. 0 trolley	3 60
5	spherical strain insulators	1 75
12	wood strain insulators	1 70
5	feed tap hangers for No. 0 trolley	3 00
7	trolley clips for No. 0 trolley	7 00
10	splicing ears for No. 0 trolley	5 00
100	ft. 5 16 in. steel cable	.80
100	ft. $\frac{1}{4}$ in. steel cable	.60
60	ft. $\frac{3}{4}$ in. copperized stranded cable	1 00
12	glass insulators	.70
1	No. 00 cable splice	.50
10	porcelain insulators 1 $\frac{3}{4}$ x 1 $\frac{1}{2}$ in	.45
15	lb. bolts	.60
30	ft. No. 0 trolley wire	2 25

Total present value **\$ 919 98**

Total cost new **\$1,185 67**

TOOLS AND SUPPLIES IN YARD.

Quantity	Description	Present Value
4	wooden horses	\$ 20 50
1	wagon jack	1 75
200	ft. 1 in. manila rope	67 40
2	No. 3 shovels	1 50
2	trowels	.60
2	stone mason hammers	.80
1	pine platform	2 00
1	Star white wash machine	20 00
1	20 ft. ladder	2 00
1	mortar box	1 60
2	wood blocks, double sheave	3 60
1	wood block, single sheave	1 00
1	Clark No. 2 sand dryer	25 00
1	truck for armatures	10 00
2	No. 2 lanterns	2 50
2	ladders	3 00
1	long handle shovel	.90
230	ft. 6 in. girder rail	59 00
2	ton tee rail	40 00

Tools and Supplies in Yard --Continued.

Quantity.	Description.	Present Value.
1	22 ft. lattice column	8 18.63
1	jack screw mounted on 14 in. x 14 in. x 5 ft. timber	1.25
370	board ft. white pine	2.00
260	lb. wrought iron	4.00
5	wire reels	2.00
3	4 wheel trucks, complete	420.00
1	Peckham 4 wheel truck 7 ft. wheel base	185.50
432	board ft. white pine	6.00
2	oak car doors	2.00
1	track tool box	2.50
175	board ft. pine platform	3.50
1	pair 33 in. wheels on axle with G. E. No. 1200 driving gear	50.00
13	pair 33 in. wheels on axle	416.00
2	pair 33 in. wheels on axle turned down	30.00
1	G. E. No. 1200 driving gear	13.00
1	sand box	6.00
1	coal box	6.00
15	$\frac{3}{4}$ in. tie rods	3.38
28	pair special rail joints	79.00
25	tie plate braces	3.75
1000	lb. miscellaneous track fittings	30.00
291	lb. wrought iron plate	6.97
15	rail chains	6.00
400	lb. girder track rail	12.00
400	lb. track bolts and spikes	16.00
40	30 ft. wooden poles	120.00
50	ft. $\frac{1}{4}$ in. stranded cable	4.25
4	wire reels	6.00
1200	board ft. pine	10.00
2800	7 in. x 6 in. x 7 ft. sawed oak ties	1,853.60
1	switch point for 6 in. girder rail	20.00
4	frogs for 6 in. girder rail	180.00
2	6 in. tops x 33 ft. metal trolley poles	41.40
12	G. E. No. 1200 axle bearing caps	30.00
20	12 in. x 9 in. x 9 in. G. E. rheostat frames	20.00
1	36 in. x 10 ft. work bench	2.00
1	push car	12.00
1	hand dump car	20.00
8	"Standard" car stoves, 22 in. x 22 in. x 19 in	57.60
75	ft. 4 in. stove pipe	3.60
12	6 in. x 21 in. thimbles	1.80
3	Peckham side frames	15.00
1	Columbia side frame	17.50
6	ft. 8 in. channel	1.65
50	ft. $\frac{3}{4}$ in. stranded steel cable	.38
30	cu. yd. sand	37.50
1000	cu. ft. small granite paving blocks	67.00
22000	$3\frac{1}{2}$ x 4 x 8 in. vitrified paving blocks	352.00
1	24 in. cast iron manhole with cover	12.00
10	ft. 21 in. shaft	3.10
1	12 in. shaft coupling	.50
3	side braces	1.17
2	34 in. Standard car wheels	11.50
3	5 leaf single diamond springs	12.60
4	tons chestnut coal	25.00
2	frogs for 6 in. girder rail	15.00
2	frogs for 7 in. girder rail	160.00
7	frogs for 40 lb. tee rail	315.00
4	switch points	10.00

Tools and Supplies in Yard Continued.

Quantity.	Description.	Present Value.
2 mates		\$ 16.00
2100 lb. girder rail		34.40
250 ft. 80 lb. girder guard rail		150.00
2280 lb. 40 lb. tee rail		19.20
Total present value		\$5,643.08
Total cost new		\$7,089.13

TOOLS AND SUPPLIES IN TRACK AND LINE DEPARTMENT.

Quantity.	Description.	Present Value.
15 No. 2 shovels		\$ 5.40
3 scoops		3.75
19 picks		19.00
2 Buckeye No. 2 track jacks		10.50
10 pinch bars		30.00
7 spike mauls		8.40
1 sledge		1.80
8 rail tongs		11.50
1 track gauge		1.20
1 stone tamper		1.20
2 paving hammers		1.45
1 ratchet drill		5.00
10 cold chisels		6.00
17 twist drills		7.80
2 18 in. hack saw frames		2.00
2 adzes		2.40
6 track wrenches		2.40
1 hand axe		.50
3 double edge adzes		2.25
11 drift		1.60
6 steel brushes		3.60
3 steel barrows		7.00
2 old men		3.00
2 lanterns		1.50
12 tamping bars		3.60
9 18 in. hack saw blades		2.25
5 gal. lantern oil		.30
3 5 gal. cans		1.50
1 wood wheel barrow		1.00
1 window squeegee		.25
1 hoe		1.00
2 14 in. flat mill files		.50
2 cold chisels		1.20
1 tool box		6.20
2 pole prongs		2.30
1 7 in. vise		11.25
2 5 ft. cross cut saws		3.00
6 tamping irons 5 ft. long		3.60
2 hooks for lifting poles		4.00
15 pick axes		14.50
2 track gauge		2.40
1 small hand axe		.75
282 lb. forged track tools		33.85
2 track levels		1.70
5 12 in. steel crossing brushes		3.00
1 5 lb. mall		.25

Tools and Supplies in Track and Line Department Continued.

Quantity.	Description.	Present Value.
1	tool box.....	5 20
1	sand car, complete.....	50.00
6	shovels with broken handles.....	2 40
Total present value.....		\$295 25
Total cost new.....		\$483 53

PATTERNS.

Quantity.	Description.	Present Value.
1	oil box pattern.....	2 50
1	brake ratchet.....	2 00
1	armature bearing.....	1 50
1	spring seat for Peckham truck.....	3 00
1	trolley base.....	2 00
1	center plate.....	1 50
1	sheave for bridge.....	3 00
1	axle bearing, metal pattern.....	10 00
1	core box.....	2 50
2	pair journal boxes.....	10 00
2	small patterns.....	2 00
2	brush holders.....	4 00
1	brush holder pressure arm.....	1 50
2	core boxes.....	1 50
2	window guards.....	1 50
1	spring washer.....	1 00
1	terminal casting.....	.50
1	pulley, 5½ in. x 4½ in.....	2 00
1	brake ratchet.....	2 50
5	core boxes.....	8 00
1	armature bearing.....	2 00
1	bushing.....	2 00
1	pulley 4½ in. x 4½ in.....	1 50
1	trolley tension spider.....	6 00
1	boiler grate, metal.....	5 00
2	leaf rail, metal.....	30 00
1	gear casing.....	2 00
1	trolley tension bushing.....	6 00
1	bushing.....	2 00
1	bushing No. 57, axle bearing.....	4 00
2	Peckham truck bearings.....	12 00
1	armature bearing box.....	10 00
2	boiler grates, wooden.....	8 00
2	controller handles.....	5 00
1	armature bearing.....	5 00
1	axle bearing.....	5 00
Total present value.....		\$168 00
Total cost new.....		\$235 00

SUPPLIES IN STORE ROOM.

Quantity.	Description.	Present Value.
31	G. E. No. 1200 commutator segments.	8 9 60
9	sprocket links	30
5	gong clappers	50
5	10 in. gongs	5 00
1	gong bracket	20
6	12 A Westinghouse armature coils	3 80
500	$\frac{1}{2}$ x 3 in. split keys	12 72
27	controller pawls	4 05
1	mica commutator ring	3 00
1	No. 1 lantern globes	40
1	4 in. air gauge	8 00
3584	split cotters	5 10
3	trolley switches	10 50
4	feeder hangers	2 40
4	brass sheaves	5 10
2	pair bridge approaches	50 00
1	cross over	2 00
9	trolley splicing ears	4 50
19	screw cap insulators	3 80
10	single curve suspensions	4 00
4	double curve suspensions	1 45
43	$\frac{1}{2}$ x $2\frac{1}{2}$ in. bolts	45
190	$\frac{1}{2}$ in. spring washers	95
1552	washers	4 75
143	wood plugs	70
90	lb. white lead	5 40
984	lb. wire nails	29 50
100	lb. gear grease	4 00
1	thermit welding crucible and accessories	185 00
2	iron kettles	1 20
50	lb. manila rope	5 00
3	1 quart oil cans	50
16	lb. Peerless babbitt	1 60
150	lb. rough journal brasses	22 50
14	Moore brake hangers	2 00
3	McGuire center bearings	2 80
138	lb. finished brass bearings	27 60
5	lb. tacks	15
200	lb. babbitt	20 00
5	thrust collars for G. E. No. 1200 armature	50
65	lb. brass bearings	13 00
19	trolley harps	19 00
44	trolley wheels	57 20
4	yd. shade cloth	1 20
14	lb. sheet copper	0 25
13	balls twine	65
25	lb. mica segments for commutator	50 00
6	spike mall handles	60
34	lb. $\frac{1}{4}$ in. brass rod	70
18	16 c. p. incandescent lamps	3 25
555	carbon brushes	16 65
7	mica sheets for G. E. No. 1200 armature	10
3	mica pump rings	75
14	vulcanized asbestos rings	8 80
3	set Christensen air compressor coils	27 70
11	lb. wire nails	33
9	lb. tin washers	27
10	mica rings for G. E. No. 1200 commutator	8 00
5	extension plugs	1 00
29	wall sockets	7 65

Supplies in Store Room - Continued.

Quantity.	Description.	Present Value.
8	lb. window guard castings	1.60
48	brake shoe thimbles	7.20
10	Westinghouse brush holder springs	1.25
3	single pole, single throw knife switches	.90
2	10 ampere 500 volt snap switches	2.00
1	10 ampere 500 volt porcelain fuse block	.25
1	2 quart oil can	.20
2	funnels	.10
$\frac{1}{2}$	pint glue	.25
87	lb. asbestos tape	7.00
1	Weston voltmeter	71.25
1	platform scale	30.70
130	lb. iron grids	3.90
297	G. E.—K 2 controller fingers	23.75
74	wire connectors	.75
1	2 gal. oil can	.50
68	trolley wheel bushings	17.70
81	assorted springs	7.35
12	G. E. No. 1200 brush holders	2.40
6	4 light electroliers	4.50
4	2 light electroliers	2.70
42	stick chalk	.45
70	controller contact springs	3.50
4	controller cut outs	.60
2	fibre sheets, No. 32820	1.80
11	side plates No. 32829	3.00
36	contact bases	18.00
22	contact clips	.25
24	500 volt 10 ampere switches	21.60
1	G. E. 600 ampere automatic circuit breaker	20.00
32	lb. cotton covered copper wire	8.00
30	lb. journal brasses	7.50
47	lb. wire brads	1.10
6	lb. soldering acid	1.50
9	lb. straight line clips	1.80
5	lb. soda	.20
50	ft. lamp cord	1.80
17	lb. solder	1.50
250	ft. No. 14 rubber covered wire	2.50
50	ft. No. 6 cable	3.00
2	lightning arresters	7.00
80	lb. magnet wire	16.00
105	lb. $\frac{3}{4}$ in. flexible cable	21.00
17	brooms	3.40
100	ft. $\frac{1}{2}$ in. single belting	5.00
57	G. E.—K21 controller contact tips	5.70
13	G. E. No. 1200 motor oil box covers	1.95
50	yd. canvas duck	12.50
4	set Westinghouse 12A armature coils	118.50
80	G. E. No. 1200 armature coils	40.00
12	lb. vulcanized fibre	3.60
8	6 ampere 500 volt enclosed fuses	1.20
2	lb. linen tape	1.00
26	controller finger bases	3.90
3	box unions	.55
$\frac{1}{2}$	lb. insulating joints	1.25
20	contact brushes for air pump governors	.50
2	register pulleys	3.00
900	controller finger and segment screws	3.60
4	lb. rivets	.20

Supplies in Store Room Continued.

Quantity	Description	Present Value.
3	$\frac{1}{2}$ in. brass cocks	.90
2	$\frac{1}{2}$ in. brass check valves	1.40
25	G. E. K2 controller terminals	1.25
5	lb. brass bushings	1.00
6	lantern burners	1.50
16	G. E. type M. R. circuit breaker contacts	2.40
314	machine screws	1.25
6	brass controller brackets	1.80
1	quart sulphuric acid	.10
$1\frac{1}{2}$	ream sand paper	1.50
11	sheets emery cloth	.50
75	lb. $\frac{1}{2}$ in. copper ribbon	11.25
1	hammer handles	.40
253	gross assorted steel wood screws	6.65
121	gross assorted brass wood screws	8.75
$\frac{1}{2}$	gross $\frac{1}{4}$ x $1\frac{1}{2}$ in. brass machine screws	.80
2	lb. $\frac{1}{4}$ in. wire staples	.10
25	$\frac{1}{4}$ x 1 in. carriage bolts	.25
30	$\frac{3}{8}$ x $1\frac{1}{2}$ in. machine bolts	.48
15	lb. flat head rivets	.45
220	assorted stove bolts	1.05
30	$\frac{1}{4}$ x $1\frac{1}{2}$ in. screw eyes	.15
$\frac{1}{2}$	gross No. 14 steel wood screws	.40
25	$\frac{1}{2}$ x $1\frac{1}{2}$ controller springs	1.25
25	controller fingers	2.00
30	cap screws	.30
4	oz. copper rivets	.05
53	packages upholsterers tacks	1.65
8	wall receptacle wooden blocks	.25
100	100 ampere link fuses	2.10
7	3 ampere 600 volt enclosed fuses	1.00
6	25 ampere 500 volt enclosed fuses	1.00
12	15 ampere 500 volt enclosed fuses	2.00
90	controller handle castings	2.70
2	60 gal. galvanized oil tanks	5.50
2	50 gal. oil barrels with iron cocks	8.00
3	empty oil barrels	4.00
2	coal scuttles	.50
2	galvanized iron pails	.50
5	5 gal. wooden buckets	.30
1	gal. measure	.15
266	lb. cup grease	11.97
200	lb. heavy cup grease	9.00
206	lb. gear grease	7.00
50	gal. coal oil	3.00
90	gal. motor journal oil	7.20
50	gal. lubricating oil	5.00
25	gal. air motor oil	3.00
16	rail bonds, 30 in. long	8.00
101	tie rods	30.30
150	lb. colored waste	11.25
16	lb. vulcanized fibre	3.79
1	roll of building tar paper	1.00
234	assorted truck springs	118.15
34	McGuire No. 241 spring washers	3.40
20	pair spring washers for Moore truck	4.00
9	Westinghouse 12 A motor pinions	25.20
5	G. E. No. 1200 pinions	13.75
4	G. E. No. 57 pinions	12.60
2	Moore truck castings C. 11	7.48

Supplies in Store Room—Continued.

Quantity.	Description.	Present Value.
12	1½ x 17 in. truck bolts.....	2 76
6	McGuire brake turnbuckles.....	6 00
87	McGuire truck castings.....	65 15
4	5 leaf double diamond springs.....	21 00
5	4 leaf elliptical truck springs.....	18 75
5	turnbuckles bushings.....	8 75
2	G. E. class 14A rheostats.....	18 20
12	Moore truck pedestal castings.....	38 40
1	electric car heater.....	5 00
6	brass hose couplings.....	11 70
1	brass nozzle.....	1 10
62	lb. soft steel.....	2 18
282	assorted machine bolts.....	17 10
37	¾ x 4 in. track bolts.....	1 51
575	lb. railroad spikes.....	11 80
10	brick tongs 24 in. openings.....	1 00
1	rail bond compressor.....	35 00
15	McGuire A. 6 S. castings.....	4 50
5	wooden rings.....	.75
11	galvanized iron hoods.....	.60
9	4 in. stove rings.....	.90
5	McGuire W21 snow plow bearings.....	6 00
2	clutches, 5 in. diameter, 5 in. long.....	3 00
11	¾ in. hexagon nuts.....	.05
150	lb. iron journal bearings.....	3 00
10	brushes for washing windows.....	1 00
1	box porcelain insulators.....	1 00
1	commutator core.....	7 00
4	1½ x ¾ in. studs.....	.12
3	iron commutator collars.....	1 50
4	G. E. No. 1200 vulcanized asbestos rings.....	3 20
11	car brackets.....	1 25
27	Peckham No. 6A journal box covers.....	2 02
25	lb. trolley wheels.....	2 50
1	10 ampere 500 volt porcelain fuse block.....	1 50
6	lb. 1½ x ¼ in. rivets.....	.20
11	Westinghouse brush holders.....	40 00
2	brake rod thimbles.....	.10
1	journal casting.....	.75
24	carbon brushes.....	.96
1	5 in. ratchet wheel.....	.30
3	mica commutator rings.....	.75
1	trolley harp.....	1 00
70	¾ in. spring washers.....	1 10
1	brass gong bracket.....	.32
1	blue lantern globe.....	.15
1	10 in. gong and clapper.....	.18
65	wood screws.....	.67
50	1½ x 3 16 in. stove bolts.....	.25
25	pair cast iron hose clamps.....	.18
6	2½ x ½ in. carriage bolts.....	.12
5	controller wrenches.....	1 00
14	graphite brushes.....	1 12
835	carbon brushes.....	33 81
6	sand box castings.....	.18
2	brass sand valves.....	6 00
4	cast iron sanders.....	2 00
12	lb. cast iron braces.....	.18
8	barn hangers.....	3 20
2	special turnbuckle nuts.....	1 20

Supplies in Store Room Continued.

Quantity.	Description.	Present Value.
7	McGuire No. 251 housing.	8 2 10
3	brake rod sheaves.	30
6	lb. casting for sand machine.	21
3	fender springs.	1 20
6	clips for elliptical springs.	30
1	brake dog.	15
1	6½ x 1½ in. iron pulley.	48
3	iron corner braces.	2 70
69	lb. angle iron.	2 76
1	sheave for car body hoist.	1 80
6	porcelain knobs.	95
1	snap switch.	25
1	1 light electrolier.	77
7	McGuire truck castings.	5 75
1	2½ in. brass hose coupling.	1 95
10	iron gate hangers.	30
1	track chair.	72
3	castings for brake ratchet.	30
4	Moore brake shoe hangers.	56
4	rubber gaskets for sand hose.	48
1	ratchet wheel for hand brake.	20
66	lb. stove castings.	2 64
8	door hangers.	12 00
6	G. E. rheostat insulators.	4 50
58	lb. flat iron.	2 90
1	piece of stone jack.	1 20
8	G. E. No. 1200 commutator cores.	45 00
52	insulated caps for barn hangers.	1 04
3	stove pipe collars.	24
52	¾ x 1 in. machine bolts.	30
1	2½ in. sight feed oil cup.	90
7	insulator rings, 3 in. bore.	1 12
15	1 x ¾ in. machine bolts.	66
14	lb. journal box castings.	84
46	2½ x ½ in. studs.	55
7	lb. gate hangers.	28
7	car steps.	40
12	sign hangers.	12
2	spring caps.	28
15	lb. lock washers.	90
1	5 in. brass gong and clapper.	50
8	journal caps.	8 00
2	McGuire M4. gibs.	1 00
19	McGuire brake hangers.	15 60
132	assorted springs.	100 85
5	lb. spring washers.	25
1800	top and bottom carbons.	35 00
33	trolley base springs.	10 05
5	trap door rings.	50
4	gong clapper frames.	24
11	iron gongs.	18 00
4	McGuire BSA brake hangers.	56
4	turnbuckles lock nuts.	04
100	lb. brake beam castings.	4 00
2	McGuire No. 155. goose necks.	2 30
1	controller base ring.	20
2	journal box covers.	20
1	500 volt no-are enclosed fuse.	2 00
16	assorted springs.	11 50
250	wooden sticks for G. E. No. 1200 armature.	1 25

Supplies in Store Room—Continued.

Quantity.	Description.	Present Value
2	lamp globes.....	20
3	6 in. fibre rings.....	1 00
2	porcelain tubes.....	13
1000	$\frac{1}{2}$ x $\frac{1}{2}$ in. machine screws.....	83
3	G. E. K21 controller covers.....	1 20
4	brake handles.....	80
1	1 $\frac{1}{4}$ in. hose coupling.....	54
60	lb. oil cup castings.....	2 40
3	sweeper sprocket wheels.....	13 50
15	lb. ratchet parts.....	1 50
3	wooden pulleys.....	2 60
60	lb. Peckham truck parts.....	3 60
2	McGuire No. T. N. 4. bolt plates.....	2 00
25	lb. wrought iron forgings.....	2 50
4	lb. spikes.....	10
10	sign holders.....	90
10	$\frac{3}{4}$ x 1 $\frac{1}{2}$ in. machine bolts.....	16
2	springs.....	1 75
5	G. E. —K21 reverse controller cylinders.....	7 50
40	$\frac{1}{2}$ x 1 $\frac{1}{2}$ in. nipples.....	42
120	4 $\frac{1}{2}$ x $\frac{3}{4}$ in. lag screws.....	2 36
30	lb. cast iron weights.....	1 20
1	box jack supplies.....	5 00
75	carbon brushes.....	3 04
1	4 in. car gong bracket.....	1 10
6	sheaves for sliding doors.....	1 68
2	commutator rings.....	1 00
18	dust collars.....	1 50
1	controller pawl.....	40
2	finger boards for reverse controller.....	1 50
1	package bicarbonate of soda.....	25
1	automatic circuit breaker.....	3 75
211	lb. plate iron.....	6 33
6	ft. $\frac{1}{2}$ in. square steel.....	1 00
6	empty barrels.....	1 50
270	lb. whitening.....	2 95
1	$\frac{7}{8}$ in. x 14 in. x 4 ft. marble slab.....	4 20
3	G. E. No. 1200 motor suspension bars.....	18 75
40	lb. wrought iron.....	1 20
2	track chairs.....	30
10	G. E. —K21 controllers.....	600 00
4	McGuire N. P. 7 journal boxes.....	19 60
1	McGuire D. 26 motor journal cap.....	35
1	5 leaf diamond spring.....	6 00
1	4 leaf elliptical spring.....	3 75
1	wood pulley.....	2 00
17	3 x 4 x 36 in. cross arms.....	2 04
1	wood and steel gear easing.....	15 00
1	12 in. Worthington pump piston.....	3 85
35	ft. 2 $\frac{1}{2}$ in. hose and couplings.....	15 15
8	rolls building tar paper.....	8 00
6	covers for gear easing.....	18 50
8	sacks portland cement.....	3 60
9	G. E. No. 1200 split driving gear.....	20 00
48	wooden frames for gear easing.....	36 00
3	Thompson recording watt meters.....	117 00
6	rheostats for 10 h. p. motor.....	23 00
3	lightning arresters.....	5 63
12	heater coils 3 x 12 in. long.....	12 00
1	5 gal. oil can.....	10

Supplies in Store Room—Continued.

Quantity	Description.	Present Value.
13	wood coal boxes	\$ 17.60
6	ft. 2 in. hose	1.80
100	lb. soft soap	5.50
70	sq. ft. floor matting for cars	4.66
28	ft. 3.4 in. steel chain	8.57
25	gal. pine tar	1.75
36	1 x 5 in. machine bolts	2.25
101	panes glass, assorted sizes	21.26
365½	lb. fender iron	10.93
72	No. 114 sprocket links	6.16
1200	ft. 5-16 in. wire cable	8.40
1100	ft. 1 span wire cable	6.05
12	ft. 3 x 3 x ½ in. tee iron	3.26
1	wire gate, 7 ft. x 29 in.	6.00
10	bundles rattan	120.00
100	ft. moulding	1.90
1	trolley cross over	2.50
78	lb. spike	1.57
21	lb. babbitt	3.78
21	lb. wrought iron	.64
2½	lb. finishing nails	.10
26	lb. brass pipe	2.60
1	bbl. caustic soda	13.00
1	7 ft. iron hook	.14
800	lb. ¾ x 3½ in. track bolts	25.10
1	package electrotypes	40.00
25	fender hangers	2.50
2	heater coils	10.00
2	brass head light reflectors	1.50
1	10 in. iron gong	1.90
2	commutator clamps for air motor	2.00
40	ft. galvanized cable	.33
27	lb. bar iron	.54
1	3 ampere 600 volt snap switch	.90
5½	Westinghouse brass journal boxes	11.50
1	G. E. No. 1200 motor pinion	1.25
29	barn trolley hangers	6.50
1	Buffalo Forge Co., blower, 12 in. outlet	15.00
1	trolley base spring	.25
10	¾ x 4 in. machine bolts	.21
6	G. E.—K2 controller magnets	33.80
4	G. E. No. 1200 field coils	100.00
3	G. E. No. 57 field coils	67.00
7	trolley wheels	7.00
4	lb. friction tape	1.60
25	carbon brushes	1.75
5	brush holder springs	.50
10	lb. split washers	.80
10	lb. cotter pins	.58
30	ft. ¼ in. bell cord	.20
2	straight line cars	.85
20	¾ x 3 in. machine bolts	.37
9	kegs track bolts	52.20
1	ton blacksmith coal	4.50
61	¾ in. cut washers	.15
115	1 in. cut washers	.60
122	1½ in. spring washers	1.15
49	1½ in. lock nuts	2.00
82	½ x 3 in. machine bolts	1.40
72	½ x 4 in. machine bolts	1.40

Supplies in Store Room—Continued.

Quantity.	Description.	Present Value.
71	$\frac{1}{2}$ x 6 in. machine bolts	8 1 60
44	$\frac{1}{2}$ x 7 $\frac{1}{2}$ in. machine bolts	1 15
42	x 4 in. machine bolts	1 15
68	x 4 $\frac{1}{2}$ in. machine bolts	2 00
73	x 7 in. machine bolts	2 65
7	x 2 $\frac{1}{2}$ in. machine bolts	0 25
54	x 3 $\frac{1}{2}$ in. machine bolts	1 95
17	x 4 in. machine bolts	.65
61	x 4 $\frac{1}{2}$ in. machine bolts	2 45
91	x 3 in. machine bolts	4 50
36	x 3 $\frac{1}{2}$ in. machine bolts	2 50
30	x 4 in. machine bolts	1 60
57	x 4 $\frac{1}{2}$ in. machine bolts	3 25
328	$\frac{1}{2}$ x 2 $\frac{1}{2}$ in. carriage bolts	5 25
50	$\frac{1}{2}$ x 6 in. carriage bolts	1 10
49	lb. rivets	1 15
174	lb. hexagon nuts	8 20
64	1 in. lock nuts	1 80
35	$\frac{3}{4}$ in. square nuts	.62
66	1 in. hexagon nuts	1 50
45	$\frac{3}{4}$ in. special brake rod nuts	.72
1	lb. cast iron washers	.05
7	1 $\frac{1}{2}$ in. hexagon nuts	.50
28	glass insulators	1 70
50	strain insulators	7 00
3	controller arc reflectors	12 75
$\frac{1}{2}$	gal. insulating compound	.75
1	gal. shellac	1 25
Total present value		\$4,026 17
Total cost new		\$4,026 17

SUPPLIES AND FURNITURE IN TWENTY-SECOND ST. OFFICE.

Quantity.	Description.	Present Value.
1	Remington typewriter and desk	8 85 00
2	wire waste baskets	.50
1	universal filing cabinet	20 00
1	roll top desk	20 00
6	office chairs	15 00
4	revolving office chairs	15 00
2	roll top desks	35 00
1	gas stove	.5 50
1	filing cabinet, 5 drawers	30 00
1	rough cabinet	10 00
1	book case	30 00
2	No. 15 stoves	80 75
22	joints stove pipe	2 00
4	stove pipe elbows	.10
2	roll top desks	35 00
1	counting house desk	10 00
5	stools	6 00
10	ft. office rail fence	30 00
1	Hall steel safe	40 00
1	small table	2 00
9	car seats	10 00
1	register rack	1 20
8	cuspidors	1 60
1	table	.85
1	24 in. self-winding clock	26 00
1	cashier's desk front	10 00

Supplies and Furniture in Twenty-second St. Office Continued.

Quantity.	Description.	Present Value.
60	letter files	52.00
3	card indexes	3.00
30	filing boxes	26.00
67.5	sq. ft. shelving	29.50
1	cupboard	10.00
1	bench	3.00
900	train sheets	20.25
1000	time sheets	14.00
1800	car reports	7.20
1100	trip sheets	18.45
1000	time sheets	9.50
500	application blanks	7.50
1	lb. office pins	.50
3600	gummed coin wrappers	3.24
1000	62 ride tickets	9.60
200	rule books	8.00
900	accident reports	9.90
2500	receipt blanks	5.00
858000	transfers	138.88
	miscellaneous supplies	25.00
400	ring paper clips	.50
2	boxes No. 1 paper clips	.15
1	quart Sanford's commercial ink	.50
1	pint Stafford's carmine ink	.30
100	globe legal envelopes	2.00
10	lb. scratch paper	.50
1000	XX white envelopes	9.00
Total present value		\$ 937.67
Total cost new		\$1,126.47

WAGONS, HORSES, AND HARNESS.

Quantity.	Description.	Present Value.
5	horses	\$ 800.00
2	supply wagons	475.00
1	runabout	25.00
2	buggies	15.00
1	wagon running gear	15.00
2	wagon wheels	10.00
1	tower wagon, complete	350.00
2	double sets, harnesses	100.00
2	single sets harnesses	50.00
2	double sets fly nets	4.00
1	single fly net	2.00
5	horse blankets	10.00
3	strap halters	3.75
1	horse collar	2.50
3	horse weights	2.25
1	12 tine fork	1.50
2	curry combs	.70
3	horse brushes	.75
1	pitch fork	.50
7	hay racks	3.50
3	wrenches	.90
10	ft. 1 in. chain	.60
30	bushels oats	13.61
3	tons hay	60.00
30	lbs. bran	1.20
Total present value		\$1,947.76
Total cost new		\$2,610.35

SCRAP MATERIALS.**In Power House.**

Quantity.	Description.	Present Value.
1	15 in. x 18 in. Sterne simple high speed engine dismantled, 23,000 lb.	8 138 00
1	6 in. x 4 in. x 8 in. duplex steam pump, 750 lb.	4 50
1	6 in. x 4 in. x 6 in. duplex steam pump, 640 lb.	3 84
1	10 in. x 6 in. x 8 in. single steam pump, 1500 lb.	9 00
1	3½ in. x 2½ in. x 4 in. single steam pump, 400 lb.	2 10
6	ft. 20 lb. rail.	50
40	ft. 2 x 10 pine.	20
56	lb. scrap bolts.	30
18	lb. scrap brass.	1 44
16	lb. scrap brass center oilers.	1 28
20	lb. scrap brass valve seats.	1 60
412	lb. cast iron fittings.	2 05
400	lb. cast iron boiler parts.	2 00
275	lb. wrought iron.	1 38
575	lb. scrap rail.	2 88
42	ft. 80 lb. rail.	5 60
300	lb. scrap pipe and fittings.	1 50
250	lb. cast iron commutator frames.	1 25
125	lb. steel valve stems.	60
50	lb. miscellaneous iron scrap.	25

In Machine Shop.

40	lb. scrap cast iron.	24
60	lb. scrap wrought iron.	36
15	lb. scrap brass.	1 20
800	lb. brake shoes.	4 80
40	lb. pinions.	24
50	lb. cast iron journals.	30
50	lb. brass journals.	1 00

In Car Barn and Yard.

60	lb. machinery steel.	36
40	lb. wrought iron.	24
400	lb. sheet steel.	2 40
750	lb. iron on one old car bottom.	4 50
1100	lb. old motor frame boring machine.	6 60
1	axle, 270 lb.	1 62
1	G. E. No. 1200 driving gear, 200 lb.	1 20
175	lb. steel drum.	1 05
112	lb. rail bender.	67
150	lb. snow plow blade.	90
600	lb. wrought iron parts for car frames.	3 60
150	lb. iron trough.	90
250	lb. stoves.	1 50
400	lb. old car body wrought iron.	2 40
4000	lb. Rae motor truck.	24 00
3550	lb. miscellaneous cast and wrought iron scrap.	24 30
1100	lb. miscellaneous steel.	9 00

Total present value. \$ 273 95

Total cost new. \$3,000 00

EXHIBIT IX.

PAVING.

EXHIBIT IX.**PAVING.****Summary.**

	Cost New.	Present Value.
Granite Block.....	\$103,268.88	\$ 93,826.75
Cedar block.....	38,341.38	16,201.92
Brick; 6-row granite; 1 ft. strip asphalt...	33,848.98	26,927.86
Brick; 2-row granite; 1 ft. strip asphalt...	29,339.75	20,851.72
Granite; 2-rows cedar.....	7,726.81	7,340.50
3 in. oak boards.....	1,489.13	1,098.61
Creosoted blocks.....	387.20	329.12
Brick; 6-rows granite.....	2,864.40	2,578.00
4 in. planks on edge.....	1,066.45	801.36
Brick.....	1,156.21	987.97
Total.....	\$219,489.22	\$170,943.81

CLASSES OF PAVING.**Recapitulation.**

Class.	Miles of Double Track.	Number of Square Yards.	Cost New Per Yard.
Granite block.....	2.889	26,078	\$3.60 plus 10%*
Cedar block.....	2.653	24,897	1.40 plus 10%
Brick; 6-row granite 1 ft. strip asphalt.....	1.238	11,612	2.65 plus 10%
Brick; 2-row granite 1 ft. strip asphalt.....	1.139	10,669	2.50 plus 10%
Granite; 2-rows cedar.....	.993	2,066	3.40 plus 10%
3 in. oak boards.....	.152	1,425	.95 plus 10%
Creosoted blocks.....	.009	88	4.00 plus 10%
Brick; 6-rows granite.....	.099	930	2.80 plus 10%
4 in. planks on edge.....	.030	277	3.50 plus 10%
Brick.....	.048	457	2.30 plus 10%
Total.....		78,499	

*The 10% added to the unit cost is for organization, engineering, etc.

PAVING DETAILS.

Street	From	To	Kind of Pavement	Length of Double Track (ft.)	Width of Paving (ft.)	Area (sq. yds.)	Unit Cost	Total Cost.	Depreciation (%)	Present Value.
22nd St.	Grove St.	Bridge	Cedar block	184	16	327	\$1.40	\$ 457.80	20	366.00
22nd St.	22nd St.	Bridge	3 in. Oak boards	338	16	601	.95	570.95	35	372.62
22nd St.	Bridge	Jefferson St.	Cedar block	200	16	356	1.40	498.40	40	299.04
22nd St.	Jefferson St.	Asland Ave.	Granite block	6,654	16	11,829	3.60	42,584.40	10	38,325.96
22nd St.	Asland Ave.	Western Ave.	Brick; 2-rows granite; 1 ft. asphalt	5,341	16	9,480	2.50	23,700.00	30	16,590.00
22nd St.	Western Ave.	Campbell Ave.	Brick; 6-rows granite; 1 ft. asphalt	600	16	1,066	2.65	2,825.20	25	2,122.35
22nd St.	Campbell Ave.	Tracks	3 in. Oak boards	130	16	231	.95	219.45	35	143.22
22nd St.	Campbell Ave.	Homan Ave.	Brick; 6-rows granite; 1 ft. asphalt	5,932	16	10,546	2.65	27,946.90	20	22,357.52
22nd St.	Homan Ave.	C. B. & Q. subway	Cedar block	175	16	310	1.40	434.00	40	259.56
22nd St.	C. B. & Q. subway	Subway	Granite block	235	20	522	3.60	1,879.20	20	1,506.00
22nd St.	C. B. & Q. subway	Springfield Ave.	Cedar block	2,984	16	5,301	1.40	7,421.40	60	2,968.56
22nd St.	Springfield Ave.	40th Ave.	Granite block	676	16	1,200	3.60	4,320.00	5	4,104.00
Lawndale Ave.	31st St.	26th St.	Granite block	2,763	14	4,298	3.60	15,472.80	5	14,639.16
Lawndale Ave.	26th St.	25th St.	Brick; 2-rows granite; 1 ft. asphalt	669	16	1,189	2.65	2,972.50	20	2,366.11

PAVING DETAILS—Continued.

Street.	From	To	Kind of Pavement.	Length of Double Track (ft.)	Width of Paving.	Area (sq. yds.)	Unit Cost.	Total Cost.	Depreciation (%)	Present Value.
25th St.....	Alley E. of Roman Ave.	Kedzie Ave.	Granite; 2-rows		16	2,066	\$3.40	\$ 7,024.40	5	\$ 6,673.18
25th.....	Kedzie Ave.	60 ft. E. of Marshall Blvd.	Cedar block.	1,162						
Throop St.....	21st St.	22nd St.	Brick; 6-rows	2,953	16	5,248	1.40	7,347.20	70	2,204.16
Throop St.....	22nd St.	Archer Ave.	granite.	524	16	930	2.80	2,604.00	10	2,343.60
Throop St.....	Bridge approach.		Cedar block.	2,879	16	5,120	1.40	7,168.00	60	2,867.20
Throop St.....	On bridge.		Crescoted blocks	50	16	88	4.00	352.00	15	299.20
Throop St.....	C. & A. subway.		3 in. Oak boards.	202	16	358	.95	340.10	10	304.30
Ashland Ave.....	Archer Ave.	Bridge.	Brick.	140	16	249	2.30	572.70	10	515.43
Ashland Ave.....	Bridge approach.		Granite block.	2,376	14	3,696	3.60	13,305.60	10	11,975.04
Ashland Ave.....	On river bridge.		Brick.	116	16	208	2.30	478.40	20	382.72
Ashland Ave.....	On canal bridge.		4 in. plank on edge	156	16	277	3.50	969.50	25	728.51
Ashland Ave.....	Bridge.		3 in. Oak boards.	132	16	235	.95	223.25	20	178.60
Kedzie Ave.....	30th St.	22nd St.	Granite block.	2,550	16	4,533	3.60	16,318.80	10	14,686.92
		22nd St.	Cedar block.	4,632	16	8,235	1.40	11,528.88	50	5,764.50
Organization, engineering and incidentals, 10%							78,499	\$199,535.65	8	\$155,403.46
Total								19,953.57		15,540.35
								\$219,489.22		\$170,943.81

EXHIBIT X.

INTANGIBLE VALUES.

METHOD No. 1.

CLAIMS OF THE CITY.**Expiration of Franchises.**

Street.	Franchise Expires
Twenty-second St.:	
Fortieth St. to Grove St.	February 8, 1902.
Lawndale Ave.:	
Thirty-first St. to Twenty-fifth St.	February 8, 1912.
Twenty-fifth St.:	
Lawndale Ave. to Rockwell St.	February 8, 1912.
Rockwell St.:	
Twenty-fifth St. to Twenty-second St.	February 8, 1912.
Kedzie Ave.:	
Thirty-first St. to Twenty-second St.	February 8, 1912.
Throop St.:	
Archer Ave. to Twenty-first St.	February 4, 1915.
Ashland Ave.:	
Archer Ave. to Twenty-second St.	July 27, 1916.

Leased from Chicago City Railway Company.

Street.	Rights Expire.
Twenty-second St.:	
Grove St. to Wabash Ave.	February 2, 1912.
Morgan and Throop Sts.:	
Thirty-ninth St. to Archer Ave.	February 4, 1915.

DETERMINATION OF FRANCHISE VALUES.

The general method used in determining the values of franchises is as follows:

The number of car miles run over the track covered by a given franchise, as well as the gross receipts for the year ending December 31, 1907, were obtained from data furnished by the Railway Company.

The net receipts were obtained by multiplying the gross receipts by .29, as hereinafter explained.

The present value of the physical properties, as determined in a previous exhibit, is the principal supported at 5% per annum from the net earnings.

The present value of the interest required to support the above principal for the full time of the franchise was found by affecting the interest on the principal for one year, by a factor which represents the present value, as of August 1, 1908, of the money due at the specified future times.

The present value of the net earnings for the full time of the franchise was found by affecting the average net earnings for the year 1907, by a factor which represents the ratio between the net earnings accrued from the assumed 5% annual rate of increase of population, and a factor representing the present values, as of August 1, 1908, of the money received year by year.

The difference between the present value of the net earnings for the full time of the franchise and the present value of the interest required to support the principal for the full time of the franchise will give the present value of the franchise as of August 1, 1908.

Only such franchises as have been operated and show earnings reported for them by the Railway Company for the year 1907 are included in the final valuation of franchises.

The following tabulation and its accompanying explanation shows in detail the methods used and the results obtained:

FRANCHISE VALUES.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Station	Thruway	Trunk	Length, miles	Mile made track	Length of track	Net income, 1900-1901	Net income, 1902-1903	Net income, 1904-1905	Net income, 1906-1907	Net income, 1908-1909	Net income, 1910-1911	Net income, 1912-1913	Net income, 1914-1915	Net income, 1916-1917	Net income, 1918-1919	Net income, 1920-1921	Net income, 1922-1923
22nd Street	Fortieth Ave	Grove St	2 8 12	8 8445	656 158	\$1 119 97	\$29 369 11	\$18 054 66	\$159 664 10	\$0 228 05	\$10 615 49	\$409 299 59	\$1 061 08	\$0 520 09	\$18 961 11	\$19 557 61	
Lawnside Ave	31st Street	25th St	2 8 12	1 3099	42 169	1 119 97	4 449 77	18 054 66	21 616 95	0 228 05	7 36 07	50 981 02	1 609 11	0 072 70	1 904 73	11 167 96	
25th St	Lawnside Ave	Kedzie Ave	2 8 12	1 258	30 897	1 119 97	4 177 17	18 054 66	22 729 97	0 228 05	7 015 94	29 775 96	3 488 80	0 136 01	1 711 60	10 722 14	
(d) Kedzie Ave	31st Street	25th St	2 8 12	1 004		(w) 1 775 90		18 054 66	18 125 11			18 125 11	906 26	0 106 88	2 869 29	1 537 59	
(d) Kedzie Ave	25th Street	22nd St	2 8 12	7507	18 145	1 119 97	2 492 30	18 054 66	17 552 12	0 228 05	1 206 11	17 558 16	887 92	0 209 22	2 811 22	6 298 00	
Throop St	Archer Ave	21st St	2 1 15	1 4475	11 209	1 119 97	1 771 10	18 054 66	25 950 66	0 228 05	9 297 62	5 48 22	761 41 63	0 114 71	96 17 09	22 981 64	
(d) Ashland Ave	Archer Ave	22nd St	2 27 16	2 0185		(w) 1 486 19		18 054 66	36 439 04			6 129 02	3 821 95 7	29 21 35	13 816 25	17 117 04	
(c) 22nd St	Grove St	Wabash Ave	2 8 12	1 406	104 311	1 119 97 (x)	2 941 57			0 228 05	2 787 89	2 787 89	1 184 19	0 87 04	1 761 71	7 114 91	
(c) Morgan & Throop St	29th St	Archer Ave	2 4-15	2 85	81 711	1 119 97 (x)	5 968 26			0 228 05	18 611 01	18 611 01	9 970 70 6	0 178 77	6 078 13	15 700 60	

(c) Line leased from Chicago City Railway Co.
(d) Contract to jointly operate with Chicago City Railway Co.

(x) Rental Paid Only, is deducted.
(w) Rental Received.

\$174,596 84

EXPLANATION OF TABLE OF FRANCHISE VALUES.

Column 1 gives the name of the street which is covered by the franchise.

Columns 2 and 3 give the limits of the franchise.

Column 4 gives the date of expiration of the franchise.

Column 5 gives the number of miles of single track on street.

Column 6 gives the total car miles run over the track named for the year 1907. The detail car mileage over the various routes for the year 1907 was furnished by the Southern Street Railway Company.

Column 7 gives the average net earnings per single track mile for the year 1907, and was determined by dividing the net earnings by the miles of single track operated. The following conclusions were made relative to the earning of the railway for the year 1907. Approximately 37% of the gross earnings for the year 1907 was considered as the gross net earnings, that is, after the operating expenses of the road were deducted. Eight (8%) per cent. of the above gross net earnings was considered as necessary for renewals, leaving a balance of 29% to be considered as the net earnings.

The following indicates the method used in obtaining the average net earnings per single track mile:

Gross earnings.....	\$204,464.53
Operating expenses.....	128,548.35

Gross net earnings.....	\$ 75,916.18
-------------------------	--------------

$$\frac{75,916.18}{204,464.53} = 37\% \text{ approx.} = \text{gross net earnings.}$$

$$\text{Renewals} \quad \frac{8\%}{}$$

$$\text{Net earnings} \quad \frac{29\%}{}$$

$$.29 \times \$204,464.53 = \$59,294.70$$

$$\text{Miles single track operated.....} = 17.86$$

Average net earnings per single track mile for the

$$\text{year 1907} = \frac{59,294.70}{17.86} = \$ 3,319.97$$

Column 8 gives the net earnings for the year 1907 for the number of miles of single track indicated in Column 5. The rental paid out and rental received in accordance with contract effective January 1, 1907, between the Chicago City Railway Company and the Southern Street Railway Company appears in this column as affecting the net earnings for the portion of track considered.

Column 9 gives the average value per single track mile of the physical property on street only that must be supported from earnings, and was determined as follows:

	Value,	Plus 10% For Incidentals, etc.	Miles.
Track.....	\$237,240.22		
Electric Power Distribution.....	35,585.12		
	\$272,825.34	\$300,107.87	16.6231

Average value per mile of single track construction = \$18,053.66

Column 10 gives the value of the physical property on the street only, and was determined by multiplying the miles of single track indicated in Column 5 by the average value of physical property per mile constant indicated in Column 9.

Column 11 gives the average value per car mile of the physical property other than street construction that must be supported from earnings, and was determined as follows:

	Value.	Plus 10% for Organization, Incidentals, etc.	Total Car Miles.
Track and electric power distribution in car barns and yards.....	\$ 8,286.93		
Rolling stock.....	41,017.58		
Power plant equipment.....	47,862.78		
Tools and machinery.....	2,127.11		
Buildings.....	40,136.80		
Real estate.....	37,522.00		
Tools, supplies, furniture and wagons.....	23,086.26		
	\$200,039.46	\$220,043.41	96.3900

Average value per car mile constant = \$0.22805

Column 12 gives the value of physical property, other than street construction, that must be supported from earnings. These amounts are determined by multiplying the car miles indicated in Column 6 by the average value per car mile indicated in Column 11.

Column 13 gives the total amount for physical property that must be supported from earnings, and is the sum of items in Column 10 and Column 12.

Column 14 gives one year's interest at 5% on the amounts in Column 13.

Column 15 gives the duration of franchises after August 1, 1908.

Column 16 gives the present value of the probable net earnings for the number of years and fractions that the franchises have to run after August 1, 1908. These amounts are found by affecting the net earnings for the year 1907 by a factor representing the ratio between the net earnings accrued from an assumed 5% annual rate of increase in population, year by year, and a factor representing the present values of the money received year by year.

The accompanying tabulation indicates the constants used in computing the probable net earnings. These constants are shown for each year, and the necessary fraction of a year from August 1, 1908, to the termination of the latest franchise claimed.

TABLE OF CONSTANTS.
For Computing Probable Net Earnings.

Column A.	Column B.	Column C.	Column D.	Column E.	Column F.	Column G.	Column H.
1 Year.....	1.0759	.9756	1.04964	.....	.....	.....	.....
2 Years.....	1.12973	.9292	1.04974	.....	.....	.....	.....
3 Years.....	1.18621	.8850	1.04979	.....	.....	.....	.....
192 Days.....	1.21705	.8527	.....	1.037778	.52603	.54590	3.69507
4 Years.....	1.24553	.8428	1.04973	.....	.....	.....	.....
248 Days.....	1.28750	.8090	.....	1.04158	.67945	.70770	4.1493
5 Years.....	1.30780	.8026	1.04964	.....	.....	.....	.....
6 Years.....	1.37320	.7644	1.04967	.....	.....	.....	.....
188 Days.....	1.40841	.7368	.....	1.03752	.51507	.53439	6.0453
7 Years.....	1.44185	.7280	1.04966	.....	.....	.....	.....
364 Days.....	1.51313	.6935	.....	1.04935	.98900	1.03780	7.5984

EXPLANATION OF TABLE OF CONSTANTS FOR COMPUTING PROBABLE NET EARNINGS.

Column "A" gives the time measured from August 1, 1908.

Column "B" gives the ratio between the average net earnings for the year 1907 and the net earnings accrued at the end of the time indicated opposite the figure considered, with an assumption that the population increases at the rate of 5% annually. These quantities have been determined by compounding the assumed constant rate of increase for the length of time considered.

Column "C" gives the present value of \$1.00 due in the future, the length of time indicated in Column A.

Column "D" gives the product of the corresponding factors in Columns B and C for the whole number of years indicated in Column A, and represents the ratio between the net earnings for the year 1907, and the present value of the probable net earnings for the one year ending in the future, the time indicated in Column A.

Column "E" gives the product of the corresponding factors in Columns B and C for the odd number of days indicated in Column A, and represents a similar ratio as values given in Column D.

Column "F" gives the odd number of days in Column A expressed in decimals of a year.

Column "G" gives the product of the corresponding values in Columns E and F, and represents the ratio between the net earnings for the year 1907, and the present value of the probable net earnings for the number of days indicated in Column A, ending in the future at the time indicated in Column A.

Column "H" gives the summation of the factors indicated in Column G, and the corresponding and previous factors for the whole number of years indicated in Column D. This latter factor represents the ratio between the net earnings for the year 1907, and the present values of the probable net earnings that accumulate within the time indicated in Column A.

Column 17 gives the present values of the interest on capital that must be supported for the number of years and fractions shown in Column 15. In order to readily compute the interest on the capital, certain constants have been determined as shown in the accompanying table.

TABLE OF CONSTANTS.

For Computing the Present Value of Money Due at Specified Times in the Future.

Column M.	Column N.	Column O.	Column P. Summation.
1 year . . . . .	.9524		
2 years . . . . .	.9070		
3 years . . . . .	.8639		
192 days . . . . .		.44278	3 16608
4 years . . . . .	.8227		
248 days . . . . .		.54062	4 08662
5 years . . . . .	.7835		
6 years . . . . .	.7462		
188 days . . . . .		.37470	5 45040
7 years . . . . .	.7107		
361 days . . . . .		.6991	6 4855

**EXPLANATION OF
TABLE OF CONSTANTS FOR COMPUTING THE PRESENT
VALUE OF MONEY DUE AT SPECIFIED TIMES
IN THE FUTURE.**

These constants are indicated for each year and the necessary fraction of a year from August 1, 1908, to the termination of the latest franchise claimed.

Column "M" gives the time measured from August 1, 1908.

Column "N" gives the present value of \$1.00 per annum due at the end of the year indicated in Column M.

Column "O" gives the present value of that proportion of \$1.00 per annum that the ratio of the days in Column M bears to one year due in the future, the time indicated in Column M.

Column "P" gives the summation of the factor indicated in Column O, and the corresponding and previous factors for the whole number of years indicated in Column N. This factor represents the present value of \$1.00 per annum payable at the end of each year for the whole number of years and days indicated in Column M.

Column 18 gives the total present values of franchises for time between August 1, 1908, and their expiration, and is the difference between the items in Columns 16 and 17.

EXHIBIT X.

INTANGIBLE VALUES.

METHOD No. 2.

CLAIMS OF THE CITY.

Expiration of Franchises.

Street.	Franchise Expires.
Twenty-second St.:	
Fortieth St. to Grove St.	February 8, 1912.
Lawndale Ave.:	
Thirty-first St. to Twenty-fifth St.	February 8, 1912.
Twenty-fifth St.:	
Lawndale Ave. to Rockwell St.	February 8, 1912.
Rockwell St.:	
Twenty-fifth St. to Twenty-second St.	February 8, 1912.
Kedzie Ave.:	
Thirty-first St. to Twenty-second St.	February 8, 1912.
Throop St.:	
Archer Ave. to Twenty-first St.	February 4, 1915.
Ashland Ave.:	
Archer Ave. to Twenty-second St.	July 27, 1916.

Leased from Chicago City Railway Company.

Street.	Rights Expire
Twenty-second St.:	
Grove St. to Wabash Ave.	February 2, 1912.
Morgan and Throop Sts.:	
Thirty-ninth St. to Archer Ave.	February 4, 1915.

DETERMINATION OF FRANCHISE VALUES.

As the present condition of the roadway and equipment on the Southern Street Railway is inadequate for operating on a paying basis, the Commission realizes that in order to again restore the road to a paying basis, a portion of the line will have to be rehabilitated as well as new equipment installed. After these improvements are made, it is contended that the Southern Street Railway will compare favorably with its adjoining lines operated by the Chicago City Railway Co.

With the above facts in view, the Commission concluded that the following premises should be used for figuring the intangible values of the Southern Street Railway Co.:

That the sum of the gross earnings of the Chicago City Railway Co., for the year 1907, and the gross earnings of the Southern Street Railway Co., for the year 1907, be divided by the sum of the total miles operated by the Chicago City Railway Co., and the total miles operated by the Southern Street Railway Co., and the resulting average gross earnings per mile for the year 1907 be used as the basis for figuring intangible values.

The net earnings per mile are to be obtained by multiplying the gross earnings per mile by a factor of 30%.

The present value of the net earnings for the full time of the franchise will be found by affecting the average net earnings for the year 1907 by a factor which represents the ratio between the net earnings, accrued from the assumed 5% annual rate of increase of population, and a factor representing the present values, as of August 1, 1908, of the money received year by year.

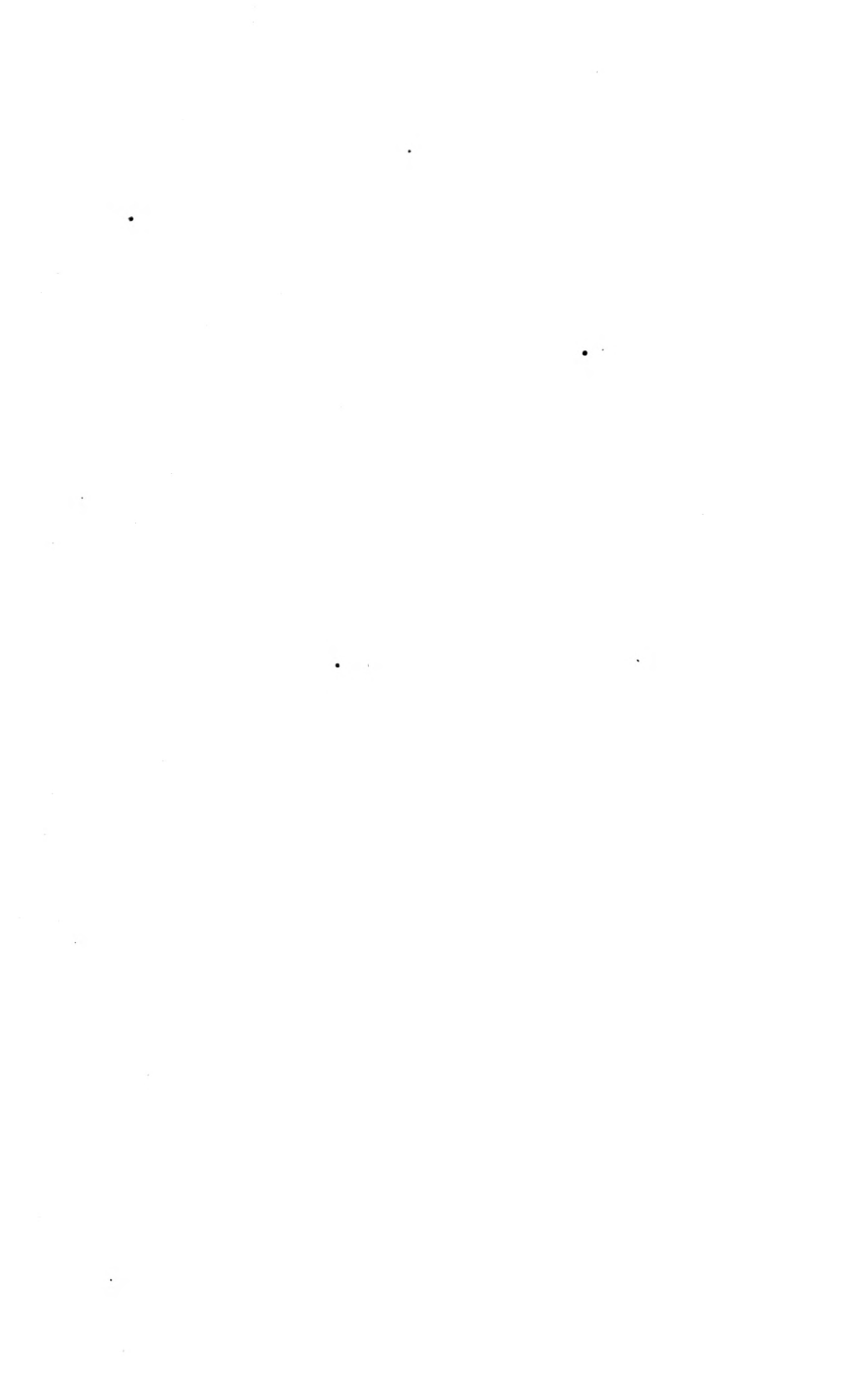
During the rehabilitation period, which is for two years, the net earnings per mile shall not be taken as stated above, but the net earnings per mile for the first year of the rehabilitation period shall be taken at 50% of the average net earnings per mile, and for the second year of the rehabilitation period 75% of the average net earnings per mile shall be used, and for the third year, and thereafter to the end of the franchise, the full average net earnings per mile, as indicated above, shall be used.

The present value of the physical properties, as determined in a previous exhibit, and an amount representing the cost of rehabilitation of the road, occupying a period of about two years, make up the principal that is necessary to be supported from the net earnings. This principal is supported at 5% per annum from the net earnings.

The present value of the interest required to support the above principal for the full time of the franchise will be found by affecting the interest on the principal for one year at 5% by a factor which represents the present value, as of August 1, 1908, of the money, due at the specified future times.

The difference between the present value of the net earnings for the full time of the franchise and the present value of the interest required to support the principal for the full time of the franchise will give the present value of the franchise as of August 1, 1908.

The following tabulation and its accompanying explanation show in detail the methods used and the results obtained:



FRANCHISE VALUES

For the following two questions, R and X are real numbers that are greater than 0.

EXPLANATION OF TABLE OF FRANCHISE VALUES.

Column 1 gives the name of the street which is covered by the franchise.

Columns 2 and 3 give the limits of the franchise.

Column 4 gives the date of expiration of the franchise.

Column 5 gives the number of miles of single track on street.

Column 6 gives the total car miles run over the track named for the year 1907. The total car mileage for the year 1907 was furnished by the Southern Street Railway Company.

Column 7 gives the average net earnings for a single track mile. This average net earning was determined by dividing the combined gross earnings for the year 1907 of the Chicago City Railway Company and the Southern Street Railway Company by the combined single track mileage of the two above companies, which result is the average gross earning per single track mile for the year 1907. Thirty per cent (30%) of this result is the average net earnings, and is used as the basis net earnings per single track mile for the year 1907. This determination is as follows:

Gross earnings for year 1907:

Chicago City Railway Company.....	\$8,215,196.49
Southern Street Railway Company.....	200,237.88

Combined.....	\$8,415,434.37
---------------	----------------

Miles Single Track operated:

Chicago City Railway Company.....	216.64
Southern Street Railway Company.....	17.86

Combined.....	234.50
---------------	--------

Average Gross Earning per single track mile for year 1907.....\$35.886 71

Basis Net Earning per single track mile for year 1907

(30% of gross earnings).....	\$10,766.01
------------------------------	-------------

Column 8 gives the net earnings for the year 1907 for the number of miles indicated in Column 5.

Column 9 gives the probable net earnings of the Ashland Avenue and Kedzie Avenue lines when they are jointly operated with the Chicago City Railway Company in accordance with the following contract. A contract in effect January 1, 1907, between the Chicago City Railway Company and the Southern Street Railway Company gives the Chicago City Railway Company the right to operate jointly with the Southern Street Railway Company a through route service over the Ashland Avenue and Kedzie Avenue lines for a period of ten years. For this right the Chicago City Railway Company pays a monthly rental of \$435.00 to the Southern Street Railway Company. In obtaining the probable net earnings of these lines, it was assumed that the Southern Street Railway Company operate jointly with an eight minute through service of the Chicago City Railway Company over these lines, and the net receipts be figured on the basis per car mile as indicated below:

Total Car Miles for year 1907:

Chicago City Railway Company	33,605,965
Southern Street Railway Company	964,900
Combined	34,570,865

Gross Earnings for year 1907:

Chicago City Railway Company	\$8,215,196.49
Southern Street Railway Company	200,237.88
Combined	\$8,415,434.37

Average Net Earnings for both roads (30% of gross earnings)

	\$2,524,630.31
--	----------------

Average Net Earnings per car mile	\$ 0.07302
---	------------

Total miles track operated by both roads year 1907	234.5
--	-------

Average car miles per mile track operated year 1907	147,423.7
---	-----------

Car miles per year over Ashland Ave. and Kedzie Ave. lines	445,588
--	---------

Assumed 8 minute Chicago City Railway Company through service, 18 hour day, over Ashland Ave. and Kedzie Ave. lines. Car miles per year	148,933
---	---------

Car miles per year over the above lines after the through route service mileage is deducted	296,655
---	---------

Net earnings for the latter car mileage	\$ 21,661.75
---	--------------

Net earnings for mile of single track of Ashland Ave. and Kedzie Ave. lines	7,166.83
---	----------

Rental received from above lines for mile of single track	1,383.44
---	----------

Combined earnings and rental for Kedzie Ave. line (Thirty-first St. to Twenty-fifth St.)	8,584.47
--	----------

Combined earnings and rental for Ashland Ave. line	17,258.72
--	-----------

Rental received for Kedzie Ave. line (Twenty-fifth St. to Twenty-second St.)	1,038.55
--	----------

Column 10 gives the net earnings from lines leased of the Chicago City Railway Company, namely, lines on Twenty-second Street, Grove Street to Wabash Avenue, and Morgan and Throop Streets, Thirty-ninth Street to Archer Avenue. For the use of these lines, the Southern Street Railway Company pay the Chicago City Railway Company a monthly rental of \$435.00. The net earnings of these lines was determined by deducting the proportional annual rental to be paid, from the net earnings as set forth in Column 8.

Column 11 gives the probable car miles per year after the period of rehabilitation. These values are determined by multiplying the average combined car miles, per mile of track as operated by the Southern Street Railway Company and the Chicago City Railway Company, by the miles of single track indicated in Column 5.

Column 12 gives the average value per mile of physical property on streets only, and includes the cost of rehabilitation on streets. This constant is determined as follows:

	Value.	Plus 10% for Organization, Engineering, etc	Miles
Track.....	\$237,240.22	\$260,964.24	
Electric Power Distribu- tion System.....	35,585.12	39,143.63	
Rehabilitation of Track...	488,890.00		
Rehabilitation of Electric Power Distribution Sys- tem.....	86,664.00		

Total..... **\$848,379 34 \$875,661.87 17.6306**
Average value per mile of single track construction... \$49,667.16

Column 13 gives the value of physical property on the streets only, and is determined by multiplying the miles of single track in Column 5 by the average value of physical property per mile in Column 12.

Column 14 gives the amount of investment per car mile constant, including cost of rehabilitation, on property other than street construction, that must be supported from earnings. This constant is determined as follows:

	Value.	Plus 10% for Organization, Engineering, etc	Car Miles
Track and Electric Power Distribution in car barns and yards.....	\$ 8,286.93	\$ 9,115.62	
Rolling Stock.....	41,017.58	45,119.34	
Power Plant Equipment..	47,862.78	52,649.06	
Tools and Machinery.....	2,127.11	2,339.82	
Buildings.....	40,136.80	44,150.48	
Real Estate.....	37,522.00	41,274.20	
Tools, Supplies, Furniture and Wagons.....	23,086.26	25,394.89	
Total.....	\$200,039 46	\$220,043 41	3,147,172

For Rehabilitation:

Rolling Stock.....	\$292,500.00
Sub-Stations.....	21,000.00
Car Barns.....	30,000.00

\$563,543.41

Average investment per car mile constant... \$0.179063

Column 15 gives the amount of investment for property, other than street construction that must be supported from earnings. These amounts are determined by multiplying the car mile in Column 11 by the investment per mile constant in Column 14.

Column 16 gives the total investment for physical property, that must be supported from earnings and is the sum of items in Column 13 and Column 15.

Column 17 gives one year's interest at 5% on the amounts in Column 16.

Column 18 gives the duration of franchises after August 1, 1908.

Column 19 gives the present value of the probable net earnings for the number of years and fractions that the franchises have to run after August 1st, 1908. These amounts are found by affecting the net earnings for the year 1907 by a factor representing the ratio between the net earnings accrued from an assumed 5% annual rate of increase in population, year by year, and a factor representing the present value of the money received year by year.

During the rehabilitation period, which is for two years, the net earnings for the first year was taken as 50% of the average net earnings, and for the second year the net earnings was taken as 75% of the average net earnings and for the third year and thereafter to the end of the franchise the full average net earnings, as indicated above, was used.

The following tabulation indicates the constants used in computing the probable net earnings.

These constants are shown for each year and the necessary fraction of a year from August 1, 1908, to the termination of the latest franchise claimed.

TABLE OF CONSTANTS.
For Computing Probable Net Earnings.

Column A.	Column B.	Column C.	Column D.	Column E.	Column F.	Column G.	Column H.
1 Year.....	0.53795	9756	52482	.....	.....	.....	.....
2 Years.....	0.84729	9292	78730	.....	.....	.....	.....
3 Years.....	1.18621	8850	1 04979	.....	.....	.....	.....
192 days.....	1.21765	8527	.....	1.037778	52603	51590	2.9078
4 Years.....	1.21553	8428	1.04973	.....	.....	.....	.....
248 days.....	1.28750	8090	.....	1.04158	67915	70770	4 1193
5 Years.....	1.30780	8026	1.04961	.....	.....	.....	.....
6 Years.....	1.37320	7614	1.04967	.....	.....	.....	.....
188 days.....	1.40811	7368	.....	1.03752	51507	53139	6.0153
7 Years.....	1.41185	7280	1.04966	.....	.....	.....	.....
361 days.....	1.51313	6935	.....	1.04935	98900	1.03780	7.5981

EXPLANATION OF TABLE OF CONSTANTS FOR COMPUTING PROBABLE NET EARNINGS.

Column "A" gives the time measured from August 1, 1908.

Column "B" gives the ratio between the average net earnings for the year 1907 and the net earnings accrued at the end of the time indicated opposite the figure considered, with an assumption that the population increases at the rate of 5% annually. These quantities have been determined by compounding the assumed constant rate of increase for the length of time considered, except in the case of the first and second years, where the ratio has been reduced on account of the loss in traffic due to rehabilitation. For the first year the ratio was reduced 50%; for the second year it was reduced 25%.

Column "C" gives the present value of \$1.00 due in the future the length of time indicated in Column A.

Column "D" gives the product of the corresponding factors in Columns B and C for the whole number of years indicated in Column A, and represents the ratio between the net earnings for the year 1907, and the present value of the probable net earnings for the one year ending in the future the time indicated in Column A.

Column "E" gives the product of the corresponding factors in Columns B and C for the odd number of days indicated in Column A, and represents a similar ratio as values given in Column D.

Column "F" gives the odd number of days in Column A expressed in decimals of a year.

Column "G" gives the product of the corresponding values in Columns E and F, and represents the ratio between the net earnings for the year 1907 and the present value of the probable net earnings for the number of days indicated in Column A ending in the future at the time indicated in Column A.

"Column H" gives the summation of the factors indicated in Column G, and the corresponding and previous factors for the whole number of years indicated in Column D. This latter factor represents the ratio between the net earnings for the year 1907, and the present values of the probable net earnings that accumulate within the time indicated in Column A.

Column 20 gives the present values of the interest on capital that must be supported for the number of years and fractions shown in Column 18. In order to readily compute the interest on the capital, certain constants have been determined as shown in the following table:

TABLE OF CONSTANTS.

For Computing the Present Value of Money Due at Specified Times in the Future.

Column M.	Column N.	Column O.	Column P. Summation.
1 year.....	.9524	.....	.....
2 years.....	.9070	.....	.....
3 years.....	.8639	.....	.....
192 days.....	.....	.44278	3.16608
4 years.....	.8227	.....	.....
248 days.....	.....	.54062	4.08662
5 years.....	.7835	.....	.....
6 years.....	.7462	.....	.....
188 days.....	.....	.37470	5.45040
7 years.....	.7107	.....	.....
361 days.....	.....	.6994	6.4855

EXPLANATION OF TABLE OF CONSTANTS

For Computing the Present Value of Money Due at Specified Times in the Future.

These constants are indicated for each year and the necessary fraction of a year from August 1, 1908, to the termination of the latest franchise claimed.

Column "M" gives the time measured from August 1, 1908.

Column "N" gives the present value of \$1.00 per annum due at the end of the year indicated in Column M.

Column "O" gives the present value of that proportion of \$1.00 per annum that the ratio of the days in Column M bears to one year due in the future the time indicated in Column M.

Column "P" gives the summation of the factor indicated in Column O, and the corresponding and previous factors for the whole number of years indicated in Column N. This factor represents the present value of \$1.00 per annum payable at the end of each year for the whole number of years and days indicated in Column M.

Column 21 gives the total present values of franchises for the time between August 1st, 1908, and their expiration and is the difference between the items in Columns Nos. 19 and 20.

ORGANIZATION AND WORK OF VALUATION.

Commissioners	Bion J. Arnold.
	George Weston.
	Glenn E. Plumb.
Engineer in Charge	F. A. Sager.
Statistician	H. Ralph Badger.

Tracks and Paving.

Engineer	M. E. Allen.
Assistant	F. A. Coy.
Assistant	W. F. Millar.

Electric Power Distribution System.

Engineer	F. R. Winders.
Assistant	F. D. Smith.
Assistant	A. J. Fry.
Assistant	G. F. Maddox.
Assistant	P. O. Smith.
Assistant	H. L. Sampson.
Assistant	A. J. Aurand.
Assistant	S. A. Andrus.
Assistant	H. E. Ercanbrack.

Rolling Stock.

Engineer	A. R. Kipp.
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Power Plant Equipment and Tools and Machinery.

Engineer	Fred. A. Krehbiel.
Assistant	Bryant White.
Assistant	J. M. Watt.
Assistant	H. G. Treichel.
Assistant	E. J. Wickersham.

Buildings.

Engineer	Robert Woods.
Assistant	R. N. Edwards.

Real Estate.

Joseph Donnersberger.

Intangible Values.

Engineer	W. C. Sprau.
Chief Draftsman	B. K. Read.
Draftsman	A. J. Beerbaum.

In addition to the above technical force, the executive, auditing and stenographic departments of The Arnold Company were largely utilized in preparing the valuation.

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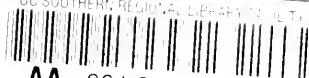
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